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The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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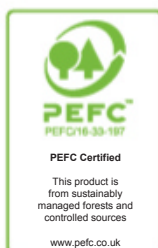
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COMMENT



INVESTING IN THE UK CAR INDUSTRY IS A WIN-WIN FOR GOVERNMENT



AFTER THE UK officially exited the European Union last week, attention has turned to negotiating a future trade deal. The SMMT, the UK motor industry's body, has made its position clear by demanding tariff-free automotive trade with the EU, by far the biggest export market for UK-built vehicles and from where we import seven in 10 cars sold here.

The government enters those negotiations off the back of an election victory that was made far more convincing by unexpected success in areas such as the Midlands and the north-east of England.

The prime minister has been clear that these votes must be rewarded – and that is where the motor industry comes in. One in 14 UK manufacturing jobs are in automotive – rising to one in six in north-east England – and they pay 21% more than the national average. Jaguar Land Rover, meanwhile, is one of the Midlands' largest employers.

A strong automotive industry provides more higher-paid, skilled jobs and investment in exactly the areas the government needs to support. After car production fell last year to its lowest level since 2010 (p19) and investment has shrunk, the government now has a chance to create the conditions for those to grow once more.

Mark Tisshaw Editor

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EDITOR'S PICKS



AFFORDABLE SUPERCARS

Yes, really – if you let someone else take the depreciation hit, p50



MEET THE MAKERS

The new Defender will be made in Slovakia. We join the build, p56



'MOBILITY': WHAT IS IT?

Can anyone explain what car makers mean when they use this word? p22



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NEWS

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Next XC90 to spearhead Volvo's new-wave line-up

Next-gen Volvos will pack EV and autonomous tech, starting with the new XC90

AUTOCAR
IMAGE



An all-new generation of Volvos with hybrid and fully electric powertrain options will begin to launch from 2022, starting with the next XC90.

The new seven-seat SUV will be the first model to use Volvo's updated SPA2 architecture, which will underpin all next-generation versions of its 60-series and 90-series cars.

The launch of the current second-generation XC90 in 2014 was the catalyst for a

dramatic change in Volvo's global sales volume. The marque's annual sales have increased by almost 300,000 units since 2013 and the firm achieved a record 705,452 sales in 2019. The third-gen XC90 will be expected to build on that momentum.

Diesel will not be offered with the next round of SPA cars. Instead, petrol power in combination with a mild or plug-in hybrid system will be offered alongside battery-electric versions of the new-

era SPA-based cars, including the XC90 in a model that is likely to be badged XC90 Recharge. XC90 production will switch to Volvo's new US plant in South Carolina for this next generation.

Confirming the launch of the next XC90, Volvo boss Håkan Samuelsson said the SUV will also bring with it a high degree of automated driving potential on highways that would be optional for customers.

The advanced automated driving technology will include

“**The automated driving tech will include hardware to allow full hands-off and eyes-off driving**”

the hardware to allow full hands-off and eyes-off driving, should regulations allow it in time. However, Samuelsson dialled back from Volvo offering a fully autonomous car, as much of the industry

is now also doing. The new software will be optional and have premium pricing to begin with, to reflect the fact that buyers using it “can then use the time for something else”.

Samuelsson said Volvo is →



New XC90 will use petrol-electric or pure-electric power



V90 (pictured) and S90 saloon will be updated this year

← now entering a new phase as a company, having “caught up to be a premium competitor with a unique brand promise” thanks to the success of the past half-decade.

“Now the phase is one of transformation and acting faster” to the changing automotive world through the likes of electrification, according to Samuelsson, who added: “It’s not the biggest who wins, but the fastest adaptor.”

This next phase includes a huge push towards electrification as part of Volvo’s plans for half of all its sales to be pure-electric cars by 2025.

Samuelsson confirmed that Volvo has secured the battery supply to achieve this ambition – likely to be 500,000 cars a year, with plug-in hybrids on top – from LG and CITC, addressing an industry-wide concern that there may not be the supply to meet the globally

rising demand for batteries to power electric cars.

Volvo’s strategy for electric cars is to offer fully electric versions of existing models – starting with the launch of its XC40 Recharge later this year – rather than create bespoke models, a role it believes it has covered with the new Polestar electric performance car maker that it owns.

“To transform fast, there is no other way than to launch a

bespoke EV,” said Samuelsson, but taking the time to develop modular architectures that can support internal-combustion engines and hybrids as well as electric cars is a “more sustainable way of doing it”.

In the shorter term, the Swedish firm will continue to roll out mild-hybrid powertrains, with the S90 and V90 range set to be updated later this year.

MARK TISSHAW

WHICH VOLVOS ARE DUE WHEN?



XC40 Recharge
October 2020



V40 replacement
2021 (est)



New XC90 2022



New S90/V90 2023 (est)



New S60/V60 2024 (est)

MORE SMALL VOLVOS ON WAY

Volvo’s smaller 40-series is set to expand beyond the sole XC40 sold today.

Whether there will be a more direct replacement for the axed V40 family hatchback is not yet known, but Volvo boss Håkan Samuelsson said the firm “realised the need for another small, premium car”, with a particular focus on Europe, and there are “plans to do more models of the family” of 40-series.

Autocar reported last year that the intention was to launch something in the SUV-coupe sphere, suiting the high-riding desires of today’s buyers.

The XC40 range will expand initially with a fully electric Recharge version this year but at least one new bodystyle will follow it, separate from any XC40-badged variants.



WHY VOLVO IS REDEFINING ‘AUTONOMOUS DRIVING’

MARK TISSHAW

Volvo has been one of the leading proponents of the industry’s long-term quest for fully autonomous cars. But now it has become the latest to dial back its overall ambition and to clarify how it views the technology developing.

The next XC90, due in 2022, will be fitted with the advanced hardware and software needed to allow for eyes-off and hands-off automated driving on highways where conditions allow. What’s made clear by Volvo is that it will be up to the system to decide if the road conditions are safe to be driven in that way, and it will never be a system that means a car is autonomous 100% of the time.

Volvo boss Håkan Samuelsson said: “The cars

will have functionality that we will improve every year – step by step, to certain speeds, and then being able to work on more roads and at higher speeds.” He described an end game of the technology allowing for eyes-off and hands-off driving on motorways where the environment is able to be better controlled – and predicted – by the technology, rather than the more chaotic nature of city streets.

Perhaps the perceived rise of autonomous cars has been an issue of semantics. The term ‘autonomous cars’ causes people to think of cars driving independently of their drivers. Samuelsson says Volvo’s technology would be perceived as autonomous by customers “whatever it is called” yet there is a “need to

think carefully about what we call it”.

Volvo has also sold Uber XC90s to use for its own autonomous car development and Samuelsson describes these as permanently autonomous “robo taxis”, whereas Volvos fitted with automated technology will always be cars where the driver is expected to be in control when the system decides autonomous driving is no longer safe.

The trouble that Uber and others are having in getting this technology working confirms what many thought when talk of autonomous cars became all the rage in the industry seven or eight years ago: that even

Uber’s XC90s will use ‘always-on’ autonomous tech



if the technology hurdles could be overcome, the legislative, infrastructure and even moral concerns would be too great, given the random and diverse nature of so many road networks around the world.

Motorway driving is probably as controlled an environment as you can get – with certain caveats and conditional changes, of course – so don’t expect Volvo to be the last to provide a clearer and more logical route to automated driving that can actually be realised.

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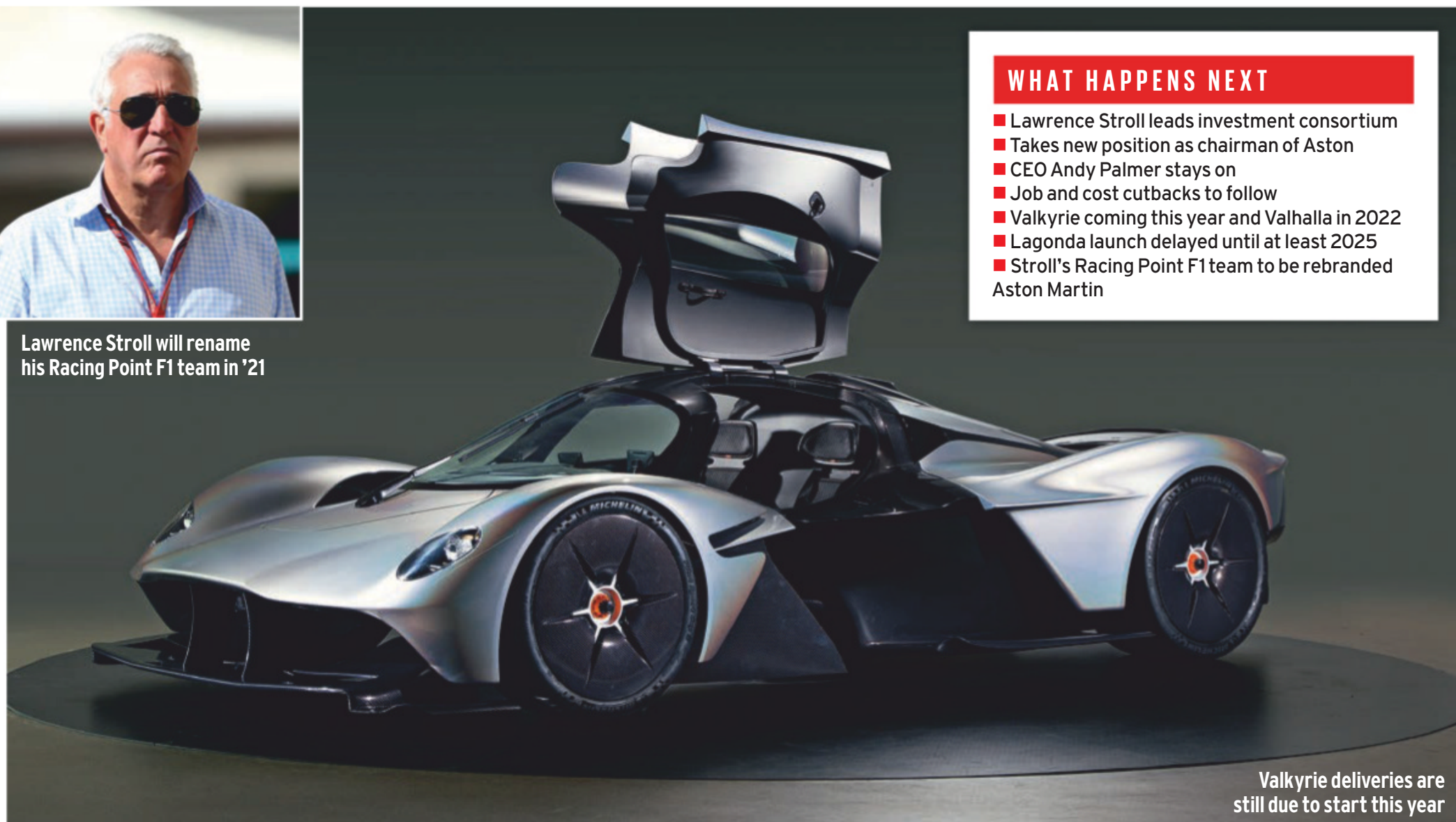


Stroll buys stake in Aston Martin

Consortium's confirmed share leads to major revision to firm's new-model strategy



Lawrence Stroll will rename his Racing Point F1 team in '21



Valkyrie deliveries are still due to start this year

WHAT HAPPENS NEXT

- Lawrence Stroll leads investment consortium
- Takes new position as chairman of Aston
- CEO Andy Palmer stays on
- Job and cost cutbacks to follow
- Valkyrie coming this year and Valhalla in 2022
- Lagonda launch delayed until at least 2025
- Stroll's Racing Point F1 team to be rebranded Aston Martin

A consortium led by billionaire Lawrence Stroll has bought a 16.7% stake in Aston Martin for £182 million – sparking a major revamp of the firm's future product plan.

The deal, confirmed in a filing with the London Stock Exchange and revealed by Autocar last year, also includes a £318 million cash infusion through a new rights issue, giving the British maker a £500 million boost.

Stroll also owns the Racing Point Formula 1 team, which under the terms of the new deal will be rebranded as the Aston Martin F1 works team from 2021 onwards. Aston has pledged to launch its Valkyrie hypercar this year, committed to a revised mid-engined car strategy and revealed it will delay the launch of its electric vehicles, including the relaunch of the premium Lagonda brand, until after 2025.

Stroll beat Chinese car maker Geely – the owner of Lotus and Volvo, a part-owner of Smart and a significant shareholder in Daimler – to the deal after an emergency board meeting was held the night before the announcement.

To secure the 16.7% stake, the consortium led by Stroll, called Yew Tree Overseas Limited, will buy 45.6 million new ordinary shares in Aston Martin Lagonda at a price of £4 per share. The consortium includes JCB chairman Lord Anthony Bamford, former Power Corp Canada boss André Desmarais and Hong Kong fashion investor Silas Chou.

The £500 million investment includes £55.5 million of short-term funding from Stroll to improve the immediate liquidity of the company. Aston says the investment will be used to “finance the ramp-up in production of the DBX and turnaround of the company's

performance”, stating it would “strengthen its balance sheet to necessarily and immediately improve liquidity”.

Stroll will also join the Aston Martin board in the role of executive chairman, with the consortium also gaining the right to appoint a second board member.

Aston Martin was floated in 2018 with a valuation of £4.5 billion but, based on today's share issue, it's currently worth around £1 billion.



Stroll's consortium includes JCB chairman Lord Bamford

Aston Martin claims its current technology partnership with Red Bull Advanced Technologies “will continue until Valkyrie is delivered.” There had been questions whether the partnership would survive with the new investors in place, and it is unclear if Red Bull's involvement in the mid-engined Valhalla project will continue unabated.

Aston Martin will continue to sponsor the Red Bull F1 team throughout 2020, but has thereafter agreed a 10-year deal under which Racing Point will become the official works Aston team. This includes a five-year sponsorship agreement from 2021.

Due to its recent struggles, Aston has also agreed a ‘reset business plan’ to raise its performance, which includes both cash generation and restructuring its product roadmap. It includes delaying

investment in electric vehicles until beyond 2025, including delaying the relaunch of the Lagonda brand – scheduled for 2022 – until after that date. The Rapide E electric car project has been “paused pending a review”.

There remains a commitment to deliver on its range of mid-engined cars currently being developed, starting with the Valkyrie this year. The immediate priority is getting DBX production under way, with the firm saying it has received 1800 orders to date. It will then update the Vantage in the spring – including a Roadster version – and start Valkyrie deliveries later this year. It also seeks to trim costs by £10 million per year, meaning a possibility that some jobs will be lost.

The mid-engined Vanquish will now be revealed after the Valhalla in 2022, while Aston will also develop a “fuel-

HYUNDAI SLASHES EV WAITING TIME

Hyundai UK has responded to demand for the Kona Electric by “drastically” cutting order waiting times from around 12 months to three or four months. The lengthy wait was due to supply issues and underestimated demand.



VW ANNOUNCES PRICES FOR E-UP EV

The updated VW e-Up electric city car will be priced from £19,695 after the government grant, with standard kit including heated seats, cruise control, auto wipers and DAB. Range has nearly doubled from 83 miles to 159 miles.



Q&A **ANDY PALMER, ASTON MARTIN CEO****When did you conclude negotiations?**

"I'm getting too old for all-nighters, but let's just say it was a late night! As I sit here now, the company is better funded than it has ever been in the past, with a good product cadence and with a commitment to build our own V6 hybrid in the UK."

We understand you had rival bidders, so why choose Lawrence Stroll?

"Lawrence and his consortium... have huge experience in luxury brands. That gives the company - and me personally - a group of mentors to work with. On a personal level, Lawrence shares a lot of my beliefs and passions. He was clear that the mid-engined plans had to progress, he has a passion for F1 and he's an investor who wants to engage."

Is his investment enough for you to do what you want?

"It allows us to once and for all start doing the right things, chief among them controlling supply and demand in a way that Ferrari has demonstrated can be so effective. Now we can reset, reduce our stock and start operating properly."

**Shouldn't you have done that before?**

"We had to pay our bills, most notably the one to build a new factory. We made that decision in 2016 when the going was good. You can't build a new factory and a new SUV that's true to your values by cutting corners. The costs were fixed in a bullish market that turned to crap."

What would have happened without this investment?

"We would have had to take on more debt at nosebleed levels. \$100m at 15% interest is pretty alarming, and inevitably would have created problems down the road."

How hard has the Valkyrie project been?

"If you are asking if it has been easy, then the answer is no. I'm not blaming anybody, because we are trying to make a car of the decade. We

are a bit late, but no more than that. It will be phenomenal."

Could you work with Red Bull Advanced Technologies again in the future?

"I'm not discounting anything."

How disappointing is it to delay your electric car plans?

"I am wedded to the idea of electrification going forward. But we had to cut our cloth accordingly - for me, the V6 hybrid is the priority. You also have to remember that none of our competitors, bar Porsche, will have an electric car on sale before 2025."

How do you see your own future at Aston Martin now?

"I hope that people remember I've had four good years at Aston Martin and one bad one. I know people have short memories and that I am responsible for the lot, but I believe I have the support of Lawrence Stroll, his investors and all of our shareholders."

"This is a tough industry, but I've been in it 40 years and I hope people recognise that I'm good at innovating new vehicles, bringing those innovations to market and then marketing them with success."



From left: Red Bull sponsorship remains - for now; deal should boost DBX; Valkyrie still pledged for 2022

efficient, modular V6 engine with hybrid capabilities", due to be delivered in the middle of this year. It's unclear if the new deal affects Aston's longer-term use of Mercedes-AMG technology and powertrains, such as the V8 in the Vantage, DBX and DB11.

Special models will continue to be a key part of its plan, with one 'heritage special' and two 'contemporary specials' delivered each year.

Stroll, father of Racing Point F1 driver Lance, is estimated to be worth in excess of

£2 billion, having made his money building up brands including Pierre Cardin, Ralph Lauren, Tommy Hilfiger, Michael Kors, Asprey and Garrard. The 60-year-old, born Lawrence Strulovitch, grew up in Montreal, Canada, and now mostly lives in Switzerland.

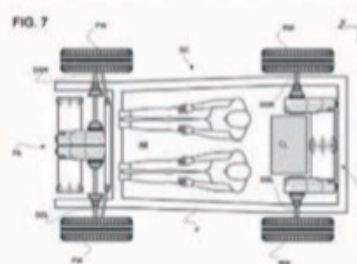
He is also famed for his car collection, including what many regard as the most valuable collection of classic Ferraris in the world, including a 330 P4 and a Daytona Spider. He also owns the Mont-Tremblant racing circuit in Canada.

The majority of Aston's shares are still held by the Kuwait-based Adeem/Primewagon group, while the Strategic European Investment Group, part of the Italian private equity group Investindustrial, currently holds around a one-third of the company. While the two groups previously owned a combined 61%, the shares issued to Stroll's consortium reduces their holding to 50.5%. Daimler also owns 4%.

JIM HOLDER AND JAMES ATTWOOD

FERRARI PLANS SHOW LAYOUT FOR EV

Patents have revealed details of Ferrari's first production electric car. They show a two-seat or 2+2 layout, long bonnet and short overhangs. It appears to feature an electric motor on each wheel, but is years away from launching.

**ALLIANCE FRAMES POST-GHOSN ERA**

The Renault-Nissan-Mitsubishi Alliance has revealed plans to move on from the Carlos Ghosn saga. Nissan will lead in China, Renault in Europe and Mitsubishi in south-east Asia. They will also pool their CO₂ average fleet emissions in Europe.



Safety of smart motorways is in the spotlight

Review halts 'smart motorway' work

THE GOVERNMENT has paused all ongoing 'smart motorway' development, as it awaits the results of a review into their safety.

The move means that a £92 million project to convert a stretch of the M20 in Kent into a smart motorway has been put on hold, and could be axed entirely. The works, which have been under way for two years, were anticipated to finish in March.

Other roads affected include a lengthy section of the M23 between Gatwick airport and the M25, part of the M6 near Coventry and a 10-mile stretch of the M62 in Greater Manchester.

The decision follows confirmation that 38 people have been killed in crashes on smart motorways in the past five years, while 'near-miss' incidents have skyrocketed.

Smart motorways have come under heavy criticism since they were first trialled in the West Midlands in 2006. The removal of the hard shoulder to improve traffic flow means broken-down vehicles unable to reach a refuge area are forced to remain stationary in 'live' lanes, with no protection against oncoming traffic.

Smart motorways are used on around 200 miles of the UK's 2200-mile network.

If the government decides to continue with the smart motorway project, it will consider various means of making them safer. A radar-based car detection system could be rolled out more widely over the next three years, automatically detecting stationary vehicles and triggering warning signs to alert drivers behind.

OFFICIAL PICTURE**SKODA TAKES WRAPS OFF INDIAN SUV CONCEPT**

Skoda has revealed a concept for the first model built off its India-specific MQB AO IN platform at the Delhi Auto Expo. Called the Vision IN, it's an SUV similar in size to the Kamiq and will go into local production in 2021. A Volkswagen model based off the same platform is also planned. The brands aim to secure a 5% market share in India by 2025.



Original 914 (main image)
unlikely to inspire an EV
like next Boxster (left)



Porsche paves way for 914

Design chief hints that work is under way on a modern-day, entry-level 914

Porsche has talked openly about the possibility of bringing back the 914.

The move has fuelled rumours that the German car maker is actively preparing the way for the launch of a new back-to-basics model aimed squarely at enthusiast drivers.

In an official interview posted to its Newsroom website, Porsche has detailed the history and design of the 914, launched in 1969, recognising it as a successor to the iconic 550 Spyder and describing it as a "typical Porsche" in terms of engineering.

It also asked if there is a future for the mid-engined 914 in an interview with head of design Michael Mauer.

Mauer said that a "cheaper,

entry-level Porsche would be the right thing to do".

He added: "We have this discussion all the time... A modern 550 in the broadest sense - a very simple, unpretentious car."

Mauer - who recently relinquished duties as head of design for the Volkswagen Group to focus on design operations concentrated at Porsche's Weissach R&D centre - hinted that Porsche is considering two alternatives for a spiritual successor to the 914 in a move aimed at reaching out to young customers.

The first is what he described as "a car with almost no electrics, everything mechanical, puristic". The

second, he said, is "a car for a target group of people who drive Audi TT RSs or Golf R32s".

Mauer, who is credited with the design of the original Mercedes-Benz SLK, indicated that internal discussions about a modern-day 914 at Porsche are split along two lines.

He said: "Sales might see things differently. From this standpoint, a much cheaper entry-level Porsche would be



Four-pot from 718 is a possibility

the right thing to do - but that's not my approach."

Instead, Mauer called for a "puristic, reduced, back-to-the-roots" type of car. "I think the time has come. That would be typically Porsche again," he said.

Mauer praised the styling of the original 914, saying: "To have the courage to design something like this, so big but without a swage line, without fashioning everything, that's really fantastic."

His comments also reveal that work to revive the mid-engined model has already progressed beyond discussions into a design phase. He said: "Modern, reduced style - the more I work with the 914, that's exactly what I'm fighting for

now. This reduced, puristic approach. Integrating things. Not one line too many."

Whether a 914 successor would remain faithful to the original in terms of combustion-engine propulsion remains to be seen.

In theory, Porsche has the perfect powertrain in the form of the compact, mid-mounted flat-four turbo motor in the 718 Boxster and Cayman - perhaps with revisions to help it appeal more to purists.

A fully electric powertrain - such as that set to be launched in the 718 models by 2022 - is also a possibility, but Mauer's description of a car with "almost no electrics" appears to counter that.

GREG KABLE

UK ELECTRIC VAN START-UP GETS HUGE BOOST FROM UPS

Global logistics firm UPS has ordered 10,000 electric vans from London-based start-up Arrival. The vans will be introduced across Europe and North America by 2024.

UPS has the option of ordering another 10,000 vans, having made an investment in Arrival said to be worth "hundreds of millions of euros". Other recent investors include Hyundai and Kia, which put £85 million into the start-up. Technical details for Arrival's electric van remain unconfirmed, but the company claims it will "surpass traditional vehicles in cost, design and efficiency".

Arrival claims its vans
can save fleets 50%
on operational costs



Early preview of all-new Kia Sorento SUV

THESE ARE THE first images of Kia's all-new Sorento – weeks ahead of the SUV's expected debut.

The pictures, first posted by the Kurdistan Automotive Facebook page, show a pre-production prototype with the cover lifted. The Skoda Kodiaq rival features more of a square-edged design than its predecessor, with the latest tiger nose grille sitting in a bolder front-end profile. The rear takes heavy inspiration

from the US Telluride large SUV. The amateur images also give us a glimpse of the interior, with a free-standing infotainment system flanked by vertical air vents and a reduced button count.

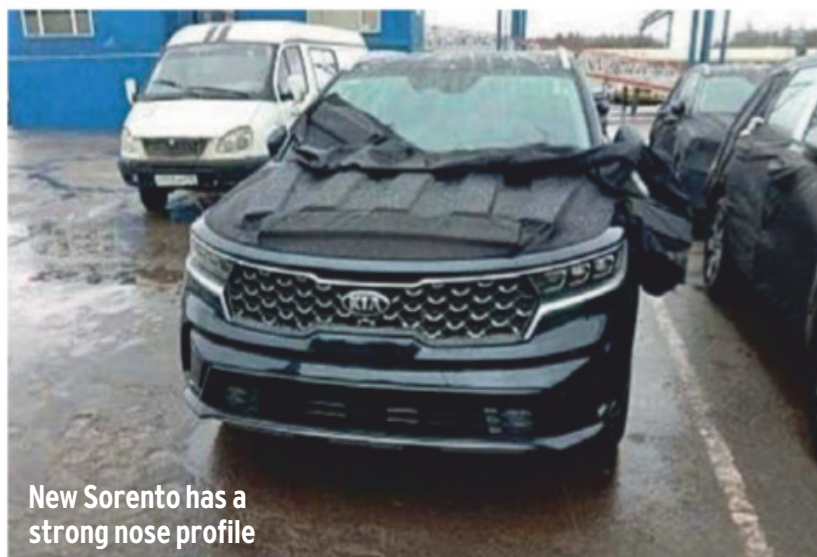
Reports suggest the Sorento will be revealed within the next two weeks in its South Korean home market, before a Geneva motor show debut in early March. It should be available to order in the UK by the summer, priced from around £30,000.



Vertical air vents are a feature

The new Sorento will share its underpinnings with the latest Hyundai Santa Fe, and has previously been spotted benchmark testing alongside

a BMW X5. It's predicted to launch initially with a 2.2-litre diesel engine mated to an eight-speed automatic gearbox and with optional four-wheel drive, but Kia has also confirmed that there will be a plug-in hybrid version in due course. That's likely to make use of a four-cylinder turbocharged petrol engine paired with an electric motor mounted on the rear axle, giving all-wheel drive and a usable all-electric range.



New Sorento has a strong nose profile



It shares a platform with Hyundai Santa Fe

CONFIDENTIAL

MERCEDES-BENZ AIMS to sell 25% of its new cars online by 2025 and is looking to make the buying process as seamless as possible to achieve that, according to head of sales and marketing Britta Seeger. She declined to give a specific figure of how many cars the firm sells online today, saying only that it is "less than 5%". Even in 2025, at least 80% of buyers will still interact with a dealer, to research, test or collect a new car, Mercedes data suggests.

RELAUNCHING AN MR2 is "not a priority" now for Toyota, according to European vice-president Matt Harrison. The MR2 was understood to be under consideration as an EV, but that is now less of a priority for Toyota as it focuses instead on developing a next-generation GT86 under its GR performance brand (pictured).



VOLVO WILL NOT be investing in hydrogen fuel cell technology, according to boss Håkan Samuelsson, who believes the wider industry is committed to EVs and the infrastructure and legislation are being geared up to support them. A radical shift to another technology would not therefore be welcomed. "We need to be very clear and stop dreaming of the greenest grass," he said.

THE UK NEEDS a gigafactory to make battery packs for electric cars if it is to become a global player in their production, according to SMMT boss Mike Hawes. He's aware of discussions, but not negotiations, between the government and potential investors into realising this goal.

BMW prepares to add hot diesel 3 Series



BMW IS POISED to launch a new range-topping diesel model called the M340d xDrive. Images show that the model's design is broadly similar to that of the petrol-powered M340i.

Although BMW refuses to divulge official details, the M340d is expected to use the twin-turbocharged 3.0-litre straight-six diesel from the X3 and X4 M40d, albeit with power boosted slightly to

335bhp and 516lb ft of torque. That gives it a significant boost over the same detuned unit in the 330d, which puts out 261bhp and 428lb ft, making it capable of 0-62mph in 5.4sec.

The car is not set to be officially announced for some weeks – with the possibility of a Geneva motor show debut. BMW UK has not yet confirmed whether the model will be offered in the UK.

Mégane gains plug-in hybrid and new RS

RENAULT HAS UPDATED its Mégane range with new cabin tech, an updated RS model and the first plug-in hybrid (PHEV) variant.

The E-Tech PHEV follows on from the Captur crossover that uses the same system: a 1.6-litre petrol engine mated to two electric motors and a multi-mode clutchless transmission.

Making 158bhp, the system features a 9.8kWh, 400V battery that allows a range of about 31 miles, and the ability to travel at up to 84mph, on electric power alone. It will be offered first on the estate,

with a hatchback being launched later.

Revisions across the range include the addition of Renault's latest infotainment system, mated to a 10.2in digital display. A new level-two autonomous motorway driving system is included, while new 'Pure Vision' LED headlights are offered.

A new RS-Line model replaces GT-Line, while the base RS 280 has been dropped. As such, every RS model will be powered by a 296bhp engine and receive a 22lb ft torque boost. It will go on sale in the summer.

Revised Mégane will be joined by a dual-motor E-Tech variant



OFFICIAL PICTURE

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UK car production drops again

Tariff- and quota-free trade with EU is vital for UK industry, according to SMMT boss



EU is the biggest export market for UK-built cars

Car production in the UK dropped for the third straight year in 2019 to the lowest output since 2010, according to new figures from the Society of Motor Manufacturers and Traders.

The 1.3 million production figure was a 14.2% drop on 2018 and more than 400,000 units down on the highest mark in modern times of 1.72 million in 2016.

SMMT boss Mike Hawes blamed weakened business and consumer confidence in the UK, a declining interest across Europe in diesel models (of which the UK is a large producer), and a drop

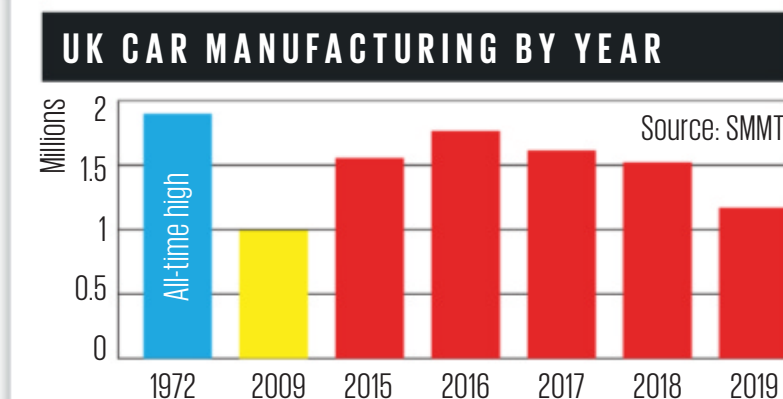
in demand in key export markets including China, Japan and the US.

Now there is no longer the prospect of the UK remaining in an EU customs union, Hawes has called on the government to agree a deal with the EU that includes tariff-free and quota-free trade for the automotive industry before the post-Brexit transition period under the existing terms expires at the end of 2020.

That's significant because 81% of all cars built in the UK last year were exported, almost 55% of which (576,000 units) to the EU. Hawes said there is a desire on both sides of the Channel for such a deal, given that the UK imported more than 1.6 million vehicles from the EU in 2019 - some seven out of 10 cars sold here. "We are still very dependent on the EU for exports and imports," said Hawes.

Striking such a deal would not only preserve that trade, believes Hawes, but end any car maker indecision about investing in UK production sites following a long period of uncertainty around the UK and the EU's future relationship.

One notable example of this is the PSA Group's delayed decision on whether or not Vauxhall's Ellesmere Port factory will build the next-generation Astra. Such delays, said Hawes, show that the UK car industry is not in cyclical decline, with manufacturers



believing they can grow businesses here given the right conditions.

Hawes has made clear the SMMT's position on what a future trade deal should look like to the government, including to business secretary Andrea Leadsom. Although he does not know if the government would extend the transition phase beyond the current 31 December deadline, he does expect the UK's position on the trade deal to become clear in the space of a few months to enable those delayed investment decisions to be made.

There have already been warnings from the likes of Volvo boss Håkan Samuelsson



Next XJ will be built in the UK

that, should the UK diverge from EU regulations regarding the automotive industry, the range of models offered to UK buyers would be reduced owing to the associated increased costs and complexity. Some 400 models are offered to UK buyers, so each would need to be developed to meet UK regulations.

Fresh investment into the UK car industry stood at £1.1 billion in 2019, most of which came from Jaguar Land Rover's pledge to build electric cars, including the next Jaguar XJ, in Britain. That figure is 60% lower than the rolling seven-year average of £2.75bn into the UK industry, which has benefited from commitments made before the EU referendum to produce many of its highest-volume models in the UK. While UK production should stay largely stable for now, it is investment in replacements for these cars and additional models that has not been forthcoming.

UK CAR PRODUCTION BY CAR MAKER 2019

Jaguar Land Rover	385,197 units (-14.3% on 2018)
Nissan	346,535 (-21.6%)
Mini	221,928 (-5.2%)
Toyota	148,106 (+14.7%)
Honda	108,876 (-32.2%)
Vauxhall	61,737 (-20.3%)
Other	30,756 (+16.2%)

TOP 5 EXPORT MARKETS FOR UK

EU	54.8% of all exports
US	18.9%
China	5.3%
Japan	3.2%
Canada	2.2%



Nissan Qashqai



Mini



Toyota Corolla



Honda Civic



Range Rover Sport

There was better news in 2019 for the UK's smaller, specialist car makers, including Bentley and Rolls-Royce, whose combined production rose 16.2% to just over 30,000 units. Alternatively fuelled vehicle production - including hybrids, plug-in hybrids and electric cars - also increased by more than a third, to just under 200,000 units.

The SMMT projects that there will be a further fall in UK car production in 2020, dropping to 1.27 million units, despite an expected positive impact from the Sunderland-built all-new Nissan Juke and the first full-year production of the Toyota Corolla in Derbyshire.

An all-new Nissan Qashqai, Britain's most exported new car, will have its first full year in production in 2021. That should help compensate for some of the lost production from Honda's Swindon plant, which is closing next year.

MARK TISSHAW

Speth to relinquish JLR helm

Sir Ralf Speth will stand down as Jaguar Land Rover's CEO after 10 years in charge

Jaguar Land Rover boss Sir Ralf Speth will step down from his role as executive director and chief executive in September.

A statement issued by Natarajan Chandrasekaran, chairman of parent company Tata Motors, confirmed that Speth "has agreed to maintain his relationship with Jaguar Land Rover by becoming non-executive vice-chairman". He will also remain on the board of holding company Tata Sons.

A search committee has been formed to look for Speth's successor, Chandrasekaran revealed. He also praised the outgoing CEO for his "passion and commitment over the last 10 years", having been in charge since Tata bought the company from Ford.

Autocar's editor-in-chief Steve Cropley reflects on Sir Ralf Speth's retirement

It's presumably a coincidence, but it could hardly be more fitting that Speth's departure announcement should have come on the dot of the UK's departure from the European Union last week.

Years before Brexit was a firm decision, Speth was a vocal critic of the idea, warning anyone who would listen – from voters to prime ministers – of the dire consequences likely to affect and diminish Britain's motor industry if the intricate relationship between UK manufacturing, its EU suppliers and its global customers were interrupted. In many important ways, Speth has been proved right: the UK industry has declined rapidly and that trajectory looks set to continue for several years yet, before it begins to reconfigure.

The fortunes of Jaguar Land Rover were clearly always at the front of Speth's mind: during his tenure, the two-marque company became Britain's largest and by far its most profitable car manufacturer. But a sudden shake-out in 2017, caused

Speth said: "I look forward to new and exciting challenges"



primarily by rapid public rejection of diesel engines and major difficulties in China, brought serious losses, plus the unforeseen need to lay off 4500 employees and to trim costs by £2.5 billion. The action worked and JLR returned to profitability six months ago.

However, Speth's legacy amounts to far more than some financial bumps in the road. He has built Britain's biggest car manufacturer – and given it manufacturing outposts in Brazil, Slovakia and China as hedges against both high manufacturing costs and the financial turbulence of the future. He has brought a new rigour to JLR, learned from his several formative decades as a young BMW engineer. Today, the relationship between JLR and BMW moves ever closer.

He has embraced and worked in impressive harmony with Tata Sons, JLR's Indian owners – whose arrival was a profound shock to many

in the UK – always reserving a special respect for Ratan Tata, who stoutly led the original acquisition and whose influence in old age continues to guide JLR.

Speth's innate love of cars led to the creation of a succession of well-targeted and enticing Land Rover and Jaguar products. His restless love of progress led JLR to put a successful, desirable premium electric car, the Jaguar I-Pace, on the market about a year before his German opposition could respond.

In recent years, Speth has been a remarkable servant of his adopted country, too. He has taken British citizenship – hence the recent, quiet confirmation of his honorary knighthood – and has used his knowledge of what matters in modern industry to press local politicians on key projects, in particular the establishment of a fully fledged battery manufacturing operation. His close relationship with Midlands universities has greatly helped: so far, we have a UK Battery Industrialisation Centre designed to take innovations developed in universities and point them towards full-scale production. The next step, as Speth keeps pointing out, is large-scale manufacturing.

JLR's brief announcement of Speth's forthcoming retirement as CEO next September proposes no replacement. A statement from the Tata Group's chairman implies the search is just beginning. But Speth's own comment concludes with the prophetic line: "Personally,

I look forward to new and exciting challenges." We interpret this as a strong likelihood that, set free from steering a large industrial conglomerate, Speth will revert to pure engineering, his first love, directing his skills towards future mobility. Hopefully, he'll do it right here in the UK.

NEW EVOQUE HELPS PUSH JLR PROFITS

Jaguar Land Rover posted a pre-tax profit of £318 million in the final quarter of 2019. The figure was boosted by the popularity of the new Range Rover Evoque, recovering sales in China and the success of a major cost-cutting drive.

The firm posted revenues of £6.4 billion in the three-month period – up 2.8% year on year despite a slight

dip in total sales. Continued recovery of the Chinese market pushed volumes up there 24.3% year on year.

Since JLR launched its Project Charge restructuring programme, the company says it has achieved £2.9bn in savings. The next restructuring phase aims to save a further £1.1bn of cost and cash-flow improvements by March 2021.

Success of the new Evoque was a factor in rising profits



Speth's vision helped JLR steal a march with the I-Pace

New Golf kicks off in the UK at £23,875

ORDER BOOKS FOR the Mk8 Volkswagen Golf have opened in the UK, with pricing starting from £23,875 until more variants are rolled out.

Initially, only two trim levels will be offered. Entry-level Life comes with standard kit such as 16in alloy wheels, automatic LED headlights, front and rear parking sensors, ambient lighting and keyless start, as well as a 10.25in digital instrument display and 10.0in touchscreen infotainment system with sat-nav.

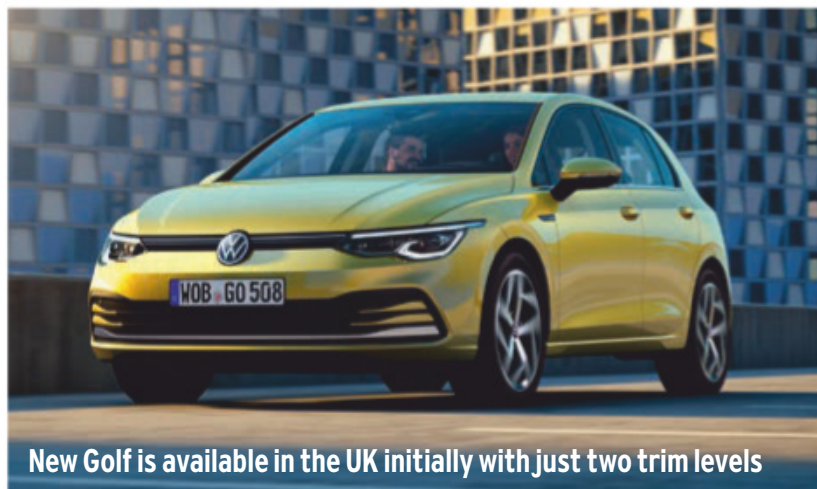
Wireless phone charging, a wi-fi hotspot and a three-year subscription to VW's We Connect Plus services are also thrown in, as is 'Car-to-X' technology. A comprehensive suite of standard active safety tech completes the tally.

The other trim level is Style, which has 17in alloys, LED Plus

headlights, upgraded seats and upholstery, extra ambient lighting, decorative wood inserts and three-zone climate control.

The initial base price buys a 128bhp 1.5 TSI petrol engine, promising 49.6mpg combined. The 148bhp version is £600 extra and a 113bhp diesel is available from £24,875. Style spec starts from £25,470 with the same engine range, although it's also offered with a 148bhp auto-only (DSG) diesel from £29,170. Prices for the estate have yet to be revealed.

Further engine variants due in the coming months include a 1.0-litre three-cylinder petrol motor and auto-only mild-hybrid 1.0 and 1.5 petrols. Sportier R-Line variants will arrive soon, too, as a prelude to the launch of hot GTE, GTI, GTD and R models later in 2020.



New Golf is available in the UK initially with just two trim levels

HUMMER TO RETURN AS 1000BHP EV

General Motors has confirmed that it will resurrect the Hummer name for a new line of premium electric SUVs and pick-up trucks. The Hummer EV will arrive under the GMC brand, promising 1000bhp, 11,500lb ft of torque and a 0-62mph time of 3.0sec.

Little else has been revealed yet other than the promise of "incredible on- and off-road capability". It'll be built in Detroit by the end of 2021.



UNDER
THE SKIN
JESSE CROSSE

HOW 5G DATA NETWORKS WILL REVOLUTIONISE VEHICLE TECH



5G data networks will enable a huge leap forward in driver assistance systems.

WHAT IS 5G? Will it merely improve smartphones a bit and maybe in-car infotainment, or is there more than that? Hopefully the latter, simply because 5G is a superfast communications protocol that's likely to have far-reaching implications for many things vehicle related, especially safety-critical driver assistance systems.

One of 5G's biggest strengths is low latency, which simply means less delay between a command being given and received. In human terms, that could mean the time between seeing an obstacle and hitting the brake pedal. In data terms, the 20 milliseconds for 4G drops to between one and five milliseconds for 5G. That's virtually instantaneous. The latency in human reaction time is around 200 milliseconds, so there's more chance of avoiding a collision if 5G is there to step in.

V2X (vehicle to anything else, such as other vehicles and infrastructure) has been the subject of research for some time. It allows vehicles to communicate with moving, fixed and temporary objects, warning a driver of what's around the corner before it comes into sight. That could be roadworks, a pedestrian, an oncoming emergency vehicle or a broken-down car. Early efforts relied on standard wireless data transmission, using the same technology as a home wi-fi network. Problem is, its reliability would be about as good as that of, well, a home wi-fi network.

5G, on the other hand, was designed to be reliable for use with machines of all types, as well as to allow you to hear your mum properly when you phone her. It will hold up in busy urban environments and cope with objects moving at high speed, and it's expected to be a major enabler for allowing autonomous vehicles to interact with each other and other things.

The 5GCAR project, led by telecoms giant Ericsson, concluded last year having demonstrated, among other things, how 5G could help with synchronising the speed of vehicles merging onto motorways – something human drivers are often bad at.

Intelligent and autonomous 5G-based features will take time to roll out, so roadside cameras will be used to allow the systems to identify and track vehicles that aren't equipped with 5G and pass details of their speed, position and trajectory to those that are via a manoeuvre planning system. Other features trialled include a see-through function, where a car can receive data from the forward-facing cameras of those in front, giving its driver a real-time, unobstructed image of the road ahead.

Roadside sensors can also detect people walking out from a blindspot, such as a car waiting to turn right at traffic lights. The system can distinguish between a potential collision with a person and a non-critical situation, like a person who is on course but hasn't quite arrived in the danger zone yet.

All of this would involve a vast amount of data transfer, and that's where 5G also scores, because it's 100 times faster than 4G. There's still a long way to go but, after a long gestation, 5G rollout began in earnest last year and will hopefully keep up with evolving vehicle technology.

IT'LL DRIVE YOU LOOPY

Driving an alternator to charge a battery uses energy and fuel. But with smart charging, the alternator kicks in only when the car is decelerating so no fuel is wasted. Problem is, the alternator may be generating charge faster than the battery can accept it. To solve this issue, Mazda's i-Eloop set-up uses a capacitor to Hoover up all the charge and feed it directly to the electrical system. The i-Eloop has been around for years, but it's now being used for the first time in the UK on the 1.5-litre MX-5.





ANALYSIS

Industry eyes mobility jackpot

Tightening profit margins on cars are forcing manufacturers into transformation

There's no bigger buzzword in the car industry right now than mobility: most of the major manufacturers now refer to themselves as mobility companies, trying to reflect the fact that they want to do more than just sell cars.

Trouble is, few people really understand exactly what 'mobility' is. In fact, it's not really clear if the firms racing to show off how good they are at 'mobility' even know what it is. This lack of clarity has made it hard to get people to engage - but that hasn't stopped the industry becoming fixated by it.

The reasons why are clear: profit margins on cars are being squeezed by new technology that's set to change the way we own - or rather don't own - and interact with vehicles, so the business models of car makers must fundamentally change.

According to a 2018 report by analysis firm Accenture,

revenues from global new car sales are expected to increase to around £1.7 trillion by 2030 but combined profits will fall from £107 billion to £104bn. By the same date, Accenture estimates 'mobility as a service' (MAAS) could generate £1tn revenue - and £188bn profit.

There's just one big question: how will car firms actually make that vast profit from mobility?

The short answer is that they don't know yet - and that's because nobody really knows exactly how mobility services will evolve. But they're in a hurry to figure it out.

Effectively, mobility services is what happens beyond car ownership as we know it. At the simplest level, that includes subscription services and car-sharing schemes.

While some third-party

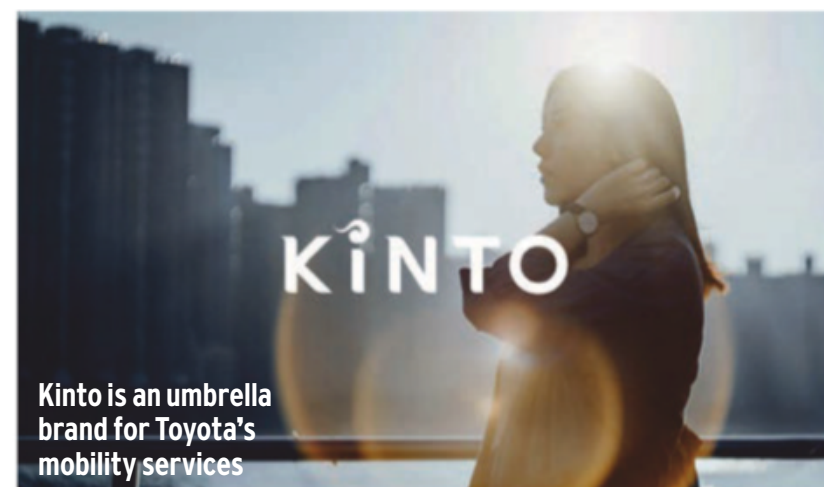
car-sharing schemes, such as Zipcar, are fairly successful, they haven't really worked for manufacturers. Daimler and BMW recently canned their joint Share Now project - which was formed from their Drive Now and Car2Go schemes - in North America due to its lack of success. It seems the public are reluctant to pay to gain access to a branded-up hire car found in a side street when they could

just own one, hire one or get an Uber. So car firms are looking to the next level of MAAS.

That also goes beyond subscription services - a single payment that covers the hire, insurance and tax for a car - as they currently exist. MAAS really begins with, for example, a subscription service that gives you access to a range of cars at different times.

"People want a more

Toyota e-Palette will be used at the Tokyo Olympics





Damien Smith

RACING LINES



Goodyear took a first LMP2 win with Jota in China

Low demand led to ending of Share Now scheme in America



Nobody is certain how the public will react to mobility services

ask if they need a car at all.”

That form of mobility is likely to be focused on cities, where private car ownership is increasingly being discouraged or penalised for environmental, safety and space reasons. What nobody is certain yet is how the public will react. Will they all switch to mass transport? Or ride-hailing apps such as Uber? How about shared multi-purpose autonomous shuttles, such as Toyota's e-Palette concept and the recently revealed Cruise Origin, which is slated for production just two years from now by a start-up owned by General Motors?

Exactly how these shuttles will work and be used is unclear, too. Toyota will test deploying its creation in the host cities of the next three Olympic Games: Tokyo this year, then Beijing in 2022 and Paris in 2024. It will also use them in the 175-acre autonomous vehicle-only experimental city that it plans to build from scratch in Japan.

The Origin is intended to first be used for a San Francisco ride-sharing service before rolling out elsewhere. Only by conducting such real-world tests will firms find out exactly how future customers will use their services and vehicles.

Kinto isn't the first mobility sub-brand of a car maker, and Luigi Luca, Toyota's director of mobility, said that's by design. He said the firm has learned from others and, like them, is taking a long-term approach, comparing this to the huge ahead-of-its time investment in the Prius hybrid and Mirai hydrogen fuel cell cars.

"It's a marathon, not a sprint, to make it successful and profitable," said Luca. Except, unlike a marathon, nobody actually knows where the finish line is yet – or even what it looks like. In fact, the whole concept of MAAS is still unclear – in particular how it might work in the more limited

infrastructure outside of cities.

Still, the appeal to car firms is clear: mobility services offer more opportunities to interact with customers, which means more opportunities to sell things to them. Currently, a car maker might interact with a customer every three years, when it's time to negotiate a new PCP finance deal. But the increasing connectivity of cars will soon create an opportunity to sell apps, products and services through their infotainment systems. Think of how subscriptions and micropayments have changed the whole economies of the music, mobile phone and computer game industries.

Mobility services could take that a step further: car firms would make money every time you hail an autonomous ride-sharing vehicle, for example. Except they might not, because it's yet to be proven that people will do so. In theory, MAAS opens vast new revenue streams to car firms: selling products to people who don't own a car. Although nobody yet knows how to exploit these streams – or if they really exist.

And it's not just car companies trying to take a chunk out of that theoretically lucrative market: technology firms and existing app-based ride-hailing services such as Lyft and Uber are as well. That has forced car makers into an approach akin to technology start-ups: they are trying to create and grow mobility businesses right now and will worry about how to make money from them later.

They're convinced there is money to be made, though. "If it doesn't work, we'll find something else," said Kerssemakers on Volvo's early efforts. "I'm convinced it will work but, if not, we'll fine tune it or find something else to apply to the changing trends."

JAMES ATTWOOD

THAT WINGED BOOT logo, on blue caps perched atop the heads of grinning racing drivers, at a thousand podium celebrations. Bulbous, fat slick tyres on outlandish 1970s Formula 1 cars. The airship – or blimp, depending on your side of the Atlantic.

What dyed-in-the-wool racing brand am I thinking of? It can only be Goodyear, American-as-apple-pie tyre (or should that be tire?) supplier to generations of our favourite racing cars. Then again, perhaps not if you happen to be under 25.

For British and European racers, Goodyear has been largely out of the game for the past two decades (drag racing and such excepted). Once synonymous with F1, the last of the company's 368 grand prix wins – still a record – was Italy 1998, in its final season before a puzzling global withdrawal from competition.

Goodyear has remained a constant presence in Nascar but outside the US left the motorsport field to associates such as Dunlop. Now, finally, it's back.

"We're going through a period of revitalisation for Goodyear in Europe and further afield," says director of motorsport Ben Crawley. "Racing is in Goodyear's DNA. Normally, you have to work hard to prove credibility and authenticity, but it comes naturally with this brand. We'd be missing

a trick not to have it back in the racing arena."

Goodyear tyres have already returned to sports car racing, in the LMP2 class of the World Endurance Championship. In the UK, it will replace Dunlop as sole supplier to the British Touring Car Championship (BTCC) for the next three years, and globally it will take over from Yokohama in the World Touring Car Cup. Why? As ever, to sell more product. Last year, Goodyear launched its new range of Eagle F1 Supersport 'ultra-performance' tyres for the road. Even in our fast-changing world, racing is still the most direct way to push the message.

For the BTCC, Crawley is open that it's a case of continuing what has been started as Dunlop. "We spent years developing tyres for the BTCC," he says. "It's not right to disrupt that, so we'll be using the technology and learnings we've had badged as Dunlop. But that will evolve, especially as we get into the hybrid era from 2022. Also, Kwik-Fit, the BTCC's title sponsor, sells a lot more Goodyear tyres than Dunlops."

So what about a return to F1 one day? "We'd never say never," says Crawley. And the famous airships? "Watch this space." Time, then, to dust off the old Goodyear caps – at least for those of us old enough to remember.

The last of Goodyear's record 368 grand prix wins was Italy 1998

GET IN TOUCH

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BUGATTI THE UK'S CHIRON, FERRARI PISTA, FERRARI 812, FERRARI 488, FERRARI TESTAROSSA, PORSCHE MACAN, PORSCHE CAYENNE, PORSCHE 911, PORSCHE GT3, PORSCHE PANAMERA, RANGE ROVER VELAR, LAND ROVER DISCOVERY, LAND ROVER NO. 1 DEFENDER, RANGE ROVER, RANGE ROVER SPORT, RANGE ROVER EVOQUE, MASERATI GRANTURISMO, LAMBORGHINI MIURA, LAMBORGHINI HURACAN, LAMBORGHINI AVENTADOR, FINDER FOR LAMBORGHINI COUNTACH, LAMBORGHINI URUS, LOTUS EVORA, LOTUS EXIGE, ASTON MARTIN VANTAGE, ASTON MARTIN DBS, ASTON MARTIN VANQUISH, ASTON MARTIN DB4, TESLA MODEL X, TESLA MODEL 3, PRESTIGE, SPORTS TESLA MODEL S, BENTLEY CONTINENTAL GT, BENTLEY BENTAYGA, ROLLS-ROYCE PHANTOM, ROLLS-ROYCE DAWN, ROLLS-ROYCE WRAITH, MCLAREN 720S, AND CLASSIC CARS MCLAREN 650S, MCLAREN 570S, MERCEDES-BENZ C-CLASS, MERCEDES-BENZ AMG GT, MERCEDES-BENZ GLS, MERCEDES-BENZ C63, MERCEDES-BENZ PAGODA, JAGUAR F-PACE, JAGUAR F-TYPE, JAGUAR E-TYPE, BMW M5, BMW M4, BMW M3, BMW X5, AUDI R8, AUDI Q7, AUDI S3, AUDI RS4, AUDI A5.

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Steve Cropley

MY WEEK IN CARS

New Lotus Evora GT 410
has been sharpened for
even better handling



MONDAY

The stupendous news that 22,000 Tesla Model 3s were sold across Europe in December – making it the entire continent's third-best-seller – fills me with regret that I haven't bought one. We need a new family car, and very probably this is what we should have chosen. I'm as certain as the many who have made the commitment that the Model 3 is the best (and best-looking) Tesla going. And that at £38,500 the Standard Range Plus 2WD model is an honest-to-God bargain. How long can it stay so? That's my uncomfortable question to myself. I'm pretty positive no other electric car is yet right for the Steering Committee and me, given our semi-rural lives and the vagaries of charging. But the ease and availability of Tesla charging would make a big difference.

An interesting debate is going on, incidentally, citing a decline in 'range anxiety' because more of us now have electric experience. It's replaced by 'charge anxiety', apparently – an owner's concern about the variability and speed of available charging. Personally, I view charge anxiety differently: I've come to dread arriving at the outlet I need to find it occupied, with no indication when it'll be free. That's another thing that doesn't happen to Tesla owners.

TUESDAY

If I could position an overhead camera somewhere really fascinating, I'd give it a nice view of new Renault (and ex-Seat) chief Luca de Meo's back garden. According to reports, the high-achieving Italian is on six months' 'gardening leave' from the VW Group before he can move to the big Parisian office. This requirement seems entirely inconsistent with the long lists of urgent tasks the world's corporate

I tried the brakes and driving position: not good

finance experts have already drawn up for de Meo, starting with a desperate, minutes-matter need to improve relations with Nissan so the Alliance doesn't slip away. I'll bet you one thing: if de Meo does any determined weeding of floral borders over the next months, a large proportion of his fellow gardeners will be French and their garden implements will be laptops.

WEDNESDAY

Lucky enough to be at Lotus's Hethel HQ at the precise moment CEO Phil Popham signed off the new Evora GT 410, so I'm busting to drive one. Simply described, this is a calmer version of the GT 410 Sport already sold here – my kind of car. Like all current Lotus models, it has had a

AND ANOTHER THING...

Dep ed James Attwood spotted this heart-warming crossword clue in the i newspaper on a BA airliner above the Atlantic on his way back to Blighty from Texas. Know another motoring mag whose launch date would come to notice? Neither do I.



Luca de Meo: will he have green fingers? Steve doubts it

unique suspension retune (to suit a better riding, lower noise character) from the company's much respected director of product integrity, Gavan Kershaw, also well known as a man who can win GT races whenever he feels inclined. It's several years since I drove very far in an Evora, but those I've tried have been special for their compact size (so much more wieldy than many a lumbering, full-house supercar) and their steering, handling and ride quality. This will be the same.

THURSDAY

Pleasant fodder for the imagination: which do you like best, Jaguar XK120 or Austin-Healey 100? One of these is supposed to be an answer to the burning question which – I give you fair warning – will be posed next week by Mr Andrew Frankel: which 50 cars should you drive before you die? As supporters, our job is to come up with some he left out, and I have Healey and Jag in the frame. Once it would have been XK, no argument. That car was a miracle, especially when you consider what most people had to own (or watch from the pavement) in 1948. But I tried the brakes and driving position of a 140 recently: not good. The Healey 100, even the early three-speeder, feels nicer. And it stops. I'll go with that.

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FIRST DRIVES

NEW CARS TESTED AND RATED



TESTED 30.1.20, AZORES ON SALE JULY PRICE £37,000 (EST)

AUDI S3

In part-camo prototype form, this latest premium hot hatch sticks to its familiar strengths. But does it push things forward?



It's a formula as well known as $E=mc^2$: a compact car offering practicality, refinement, comfort and a healthy dose of 'premium' cachet. If you're not thinking Volkswagen Golf, the very obvious answer is the Audi A3. But despite us seeing a new Golf, and very recently a new Seat Leon (on the same Volkswagen Group platform, of course), we haven't seen much of the new A3 – until now. Unusually, our first experience of Audi's latest family hatchback is of the hot hatch variety; the latest S3, driven in prototype form in the Azores.

Now, even in the third-generation A3's old age (apparently this new car was delayed due to Audi prioritising development of its electric E-tron models), it holds its own on the battlefield of the premium hatchbacks. Versus the BMW 1 Series and Mercedes A-Class, there's been little between

them on driving merit or sales volume. Come Geneva motor show, just weeks away, the fourth-generation A3 will arrive, and Audi is hoping, where they were neck-and-neck before, the model might finally be able to accelerate away from its German rivals.

So successful is the A3 that, by 2022, 11 derivatives are expected, including the A3 saloon, perfect for young execs and the Chinese market, and a liftback variant. The handsome three-door, ditched in 2017, won't make a comeback, though. What will be returning, however, is the S3 that we're getting our first taste of here.

Few flourishing compact cars exist without performance versions for the halo effect, and the A3 is no exception. The S3 effectively kicked off a new premium hot hatch class 20 years ago, when more mainstream brands led the market →

← (Peugeot 306 GTi, Citroën Saxo VTR, Renault Clio Williams et al). Many others have followed: not only is there some serious competition within the walls of the Volkswagen Group (the Golf R, for starters) but also from the new all-wheel-drive BMW M135i, the Mercedes-AMG A35 and even from less premium but well-respected foes such as the Hyundai i30 N.

So why do we start with the S3 rather than any other variant of the A3? And why the Azores? Well, a quattro-equipped S3 prototype on an island famous for the Azores Rally just sounds like a good combination, doesn't it?

On paper at least, the S3 seems

suspiciously similar to the outgoing model. It uses the same MQB platform, shared with the Golf R, the same 2.0-litre four-cylinder petrol engine delivering the same 306bhp and 295lb ft of torque. Normally, we'd expect power to increase for such models but Audi, just like every other car maker, has been battling with the complexities of emissions regulations and the knock-on effect that has to engineering gains.

Since this is only a prototype, Audi is keeping schtum on specifications including a 0-62mph time, but it's safe to say it won't be more than the outgoing model's 4.7sec. Behind the wheel, that certainly feels the case: it's the sort of straight-line

performance that feels generous and well-placed for a hot hatch without being absolutely ridiculous – something the RS3 will no doubt cover off when it arrives...

There are four areas that Audi is keen to push during our prototype drive: quattro four-wheel drive, progressive steering, damper technology and Audi's select mode. That's because these four features are not only found on the S3 but are options across much of the upcoming A3 range.

The thing is, the S3 had all those features previously, so what's actually new? Importantly, says engineer Sebastien Straasser, the way the technology all works together.

"We now have a central dynamic control for systems including the dampers, quattro all-wheel drive and torque vectoring by braking. Now they all have the same information. For example, they will all know if the car is understeering and all act the same to counter it. When they were decentralised, one didn't know what the other was doing."

By doing this, plus a new damper system (see story below) and some other minor tweaks, Audi hopes to achieve this goal. "We wanted to improve driving dynamics to make it more agile, as well as having predictable driving behaviour. We also wanted to achieve a wider spread between comfort and dynamism."



TESTER'S NOTE

The S3's big brother, the RS3, will arrive later this year and is set to use the same 2.5-litre five-cylinder unit as its predecessor, sharing its 394bhp with the recently launched RS Q3. **RB**



Performance hits the brief, harnessed by a central dynamic control system

SPY SHOT



Previous spy shots have shown an absence of buttons

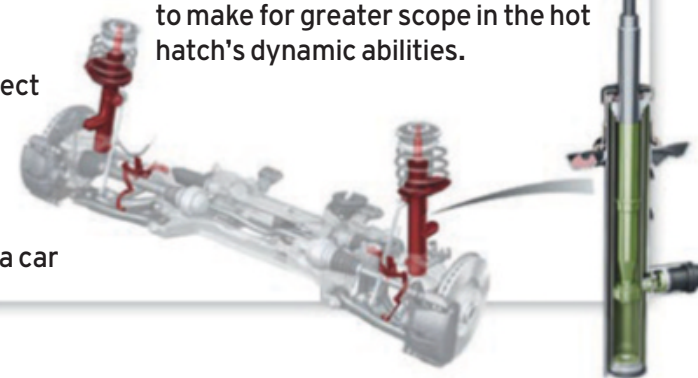
AUDI DRAWN TO TRADITIONAL APPROACH

Since the current-generation S3 was refreshed four years ago, the model has offered Magnetic Ride, a damper set-up used for Audi's more focused sports cars, the TT and R8. For this new S3, Audi has ditched Magnetic Ride, and instead further developed more traditional hydraulic dampers.

Vehicle development project manager Haiko Wetter explains: "Magnetic Ride in the last S3 was perhaps a little bit too sporty for this model. It should also be a car

for families and long journeys. We decided to do adaptive hydraulic dampers which give a wider breadth between comfort and dynamism."

The Magnetic Ride dampers do react slightly quicker than the new S3's but that's a pay-off Audi is willing to make for greater scope in the hot hatch's dynamic abilities.





“
This is a mature hot hatch, one
not looking just for cheap thrills
but also everyday usability
”

Prototype S3 proved well suited to winding roads of the Azores

And, finally, to improve efficiency without any impact on dynamism,” says Straasser. Some might say they want the moon on a stick...

Stepping inside the S3, it's instantly easy to become accustomed to its manner and that stays true whatever one throws at it. The charm of hot hatches, for this writer at least (and hopefully for many a wise Autocar reader), is how quickly they are your friend: fun on the road but without a supercar's intimidation.

That couldn't ring more true than with the S3, given its ability to make one feel safe and cosseted while allowing you to push the limits on windy mountain roads, as are found in the Azores. Of course, that predictability isn't for everyone. For

those who want to live life on the edge, you'd be likely to find more satisfaction in a Honda Civic Type R or Hyundai i30 N.

There's appeal, nonetheless, in the well-roundedness of this S3 prototype, which we're told is “very close” to the production car. The progressive steering – which hasn't had any dramatic makeovers from its predecessor except to improve feedback – makes inputs effortless. Turn the wheel to a slight angle to hug a tight bend, and there's rarely need for correction. Of the three steering modes, ‘Balanced’ is our favourite even on proper driving roads. ‘Dynamic’ mode veers towards the artificial whereas ‘Balanced’ is nicely weighted off centre.

The S3's ride and refinement has always been a strong point, and this new S3 doesn't let the side down. The Azores has some unexpected, long patches of cobbled streets, and in ‘Comfort’ suspension mode, the S3 positively soaked them up. Even in ‘Dynamic’, it wasn't nearly as bad as expected.

The unchanged 2.0-litre petrol powertrain, paired with a paddle-shift seven-speed dual-clutch 'box (a manual is not available) does the job nicely. And it's hard to believe the S3 will make it to the next generation without an electrified powertrain, so it's worth enjoying this pure turbo while it's possible.

For now, pictures of the interior are forbidden until the A3 is revealed at

Geneva. Spoiler: it's still as premium as you'd expect of an Audi but has fewer physical buttons. No surprises there, then. ‘S’ nods will be limited to a badge here and there and sports seats, while outside, there's a more pronounced grille, bigger front and side skirts and some rumoured bespoke headlights.

The conclusion, then, might be as predictable as the car itself. This is a mature hot hatch (as it always was), one not looking just for cheap thrills but also everyday usability and comfort. It might not excite its owners in the way more raucous rivals will, but it's still very deserving of its place at the top table.

RACHEL BURGESS

[@theburgeword](#)



Island cobbles didn't trouble the S3, even in ‘Dynamic’ mode



AUDI S3

Much like the outgoing S3, but better by 5%. The grown-up hot hatch option: avoid if you like a Civic Type R

Price	£37,000 (est)
Engine	4 cyls, 1984cc, turbocharged, petrol
Power	306bhp
Torque	295lb ft
Gearbox	7-spd dual-clutch automatic
Kerb weight	tbc
0-62mph	4.7sec (est)
Top speed	155mph (est)
Economy	WLTP figures tbc
CO₂, tax band	WLTP figures tbc
RIVALS	Volkswagen Golf R, BMW M135i, Mercedes-AMG A35



TESTER'S NOTE

There's no flashy infotainment system here; the best Fiat will do is a dash-top smartphone cradle with a USB port. This set-up actually works rather well. **SD**



TESTED 16.1.20, TURIN, ITALY ON SALE MARCH

FIAT PANDA MILD HYBRID

Nine-year-old city car marches on with an electrified 1.0-litre petrol engine

Wouldn't you know it, Fiat has gone and made an electrified version of the Panda City Cross: the boxy, loveable small Italian hatchback that seems set on trying to convince anyone who claps eyes on it that it really, really is a proper, mud-plugging SUV.

Only it isn't, actually. It may have plenty of black plastic cladding and a slightly raised ride height, but beneath that lies a front-driven, slightly puffed-up city car. You probably knew that already; of real interest is the fact that this new Mild Hybrid version, along with its 500 Mild Hybrid sibling, represents the first stage of Fiat's quest to redefine itself as a maker of electrified city cars.

This Panda makes use of the same three-cylinder 1.0-litre petrol engine and 12V belt-integrated starter generator and 11Ah lithium battery as its even more diminutive sibling. All up, the new powertrain develops a relatively humble 69bhp and 68lb ft.

Like any mild-hybrid system, it's able to harvest kinetic energy during braking and deceleration,

which can then be used to power the car's ancillaries when the engine shuts down as you're coasting or at a standstill. The result is modest fuel consumption savings, slightly reduced CO₂ emissions and a bit of extra electrical assistance when you're accelerating away from rest.

In more sedate town driving, the Panda is easy enough to operate, with its electrical architecture providing a faintly discernible, useful portion of extra poke to get you going smoothly.

Past this point, though, the power deficit becomes a bit more conspicuous. There's a need to really keep your right foot in it to get the car up to speed, so much so that you often find yourself driving about with the accelerator completely flattened for extended periods. This, of course, is really quite fun – mainly because the engine seems up for a thrashing, but also because you'll never really be in any great danger of grossly exceeding the speed limit.

Driving in such a manner isn't likely to do your fuel consumption any favours, however. We saw around 35mpg at the conclusion of our time

with the car, which isn't exactly outstanding for a compact hatchback. It's also way off the WLTP-certified combined figure of 49.6mpg.

The Panda's tall sides, raised ride height and higher centre of gravity are very apparent through corners. It bounces its way over undulating surfaces and, even if you tip it into a bend at relatively relaxed speeds, it responds with a significant amount of body roll.

Meanwhile, its eco-friendly tyres struggle to maintain their purchase even on dry roads and will push you into understeer with relatively little provocation. The electronic stability systems then promptly step in to shut things down with a fairly heavy hand.

Not that you'll be able to feel any of this through the wheel, mind, because the steering is completely mute and not particularly intuitive. Still, even with the slightly wayward body control and overly light steering, the Panda remains a fun, characterful car to drive.

The interior is harder to appreciate, largely because it now really looks and feels its age. It lacks a good deal

of the style appeal that's inherent to the 500, while its rear seats aren't particularly accommodating. With the front pair set for adults of average height, head space and knee room behind are very much in short supply.

Despite these flaws, £13,885 for the entry-level Panda Mild Hybrid is very good value. Our Launch Edition model, with its exclusive paint scheme, pushes this up to a still-reasonable £14,385, while the range-topping Trussardi is £14,485.

Granted, the Panda won just three stars in its most recent Euro NCAP safety test and its standard kit is relatively sparse. But the fact remains that, even with its sometimes rather apparent shortcomings, the Fiat's bubbling, fizzing personality makes it an incredibly difficult car to dislike.

SIMON DAVIS

[@simondavisnz](#)

FIAT PANDA CITY CROSS 1.0 MILD HYBRID LAUNCH EDITION

The Panda remains as endearing as ever, despite some rather obvious flaws, and is decent value for money



Price	£14,385
Engine	3 cys, 999cc, petrol
Power	69bhp at 6000rpm
Torque	68lb ft at 3500rpm
Gearbox	6-spd manual
Kerb weight	1055kg
0-62mph	14.7sec
Top speed	96mph
Economy	49.6mpg
CO₂, tax band	127g/km, 29%
RIVALS	Kia Picanto, Volkswagen Up



Ride and handling aren't very composed, while the interior feels decidedly dated

TESTED 27.1.20, BLACK FOREST, GERMANY ON SALE NOW

VAUXHALL GRANDLAND X

New Hybrid4 is the most powerful Vauxhall on sale, and yet...



If the imminent arrival of the Corsa-e electric supermini represents a major step in Vauxhall's journey towards electrifying its entire passenger car line-up by 2024, here is another: the first plug-in hybrid to wear the griffin badge (2012's Ampera being, strictly speaking, a range-extender electric car rather than a plug-in hybrid) and also the most powerful production Vauxhall on sale today.

The Grandland X Hybrid4's 13.2kWh battery delivers as much as 35 miles of zero-emissions range – enough, says Vauxhall, for 80% of customers to do the majority of their driving on electricity alone. Or its twin electric motors and 1.6-litre four-pot can work in tandem to send 296bhp to all four wheels for a claimed 0-60mph sprint of just 5.9sec.

The car drives with the kind of split personality you'd expect, given those opposing figures. In Electric mode,

it's quiet and relaxed, the rear motor doing much of the heavy lifting and the front motor only stepping in to assist when required. It transitions smoothly between combustion engine and electric motors on the fly in Hybrid mode, without the noticeable lurch experienced in some rivals. The petrol engine stays largely isolated from the cabin when it does cut in, as revs build to noticeable but unobtrusive levels.

Switch into Sport mode and there's no doubting its straight-line shove, although unleashing the combined outputs of all three power units also highlights the vocal combustion engine. The gearbox is quick to kick down and the petrol motor drones in a particularly coarse way.

Hustling it through bends at pace delivers only marginal rewards, the fairly firm set-up not doing enough to mitigate body roll and the car feeling every bit its 1800kg. The steering

doesn't weight up artificially in the sportier modes, but it doesn't provide much driver feedback, either.

Inside, the cabin has a more minimal (some would call it basic) dashboard than its Peugeot 3008 sibling, with analogue dials and simpler screens instead of an all-digital cluster. Considering our top-spec Ultimate Nav test car costs an ambitious £46,650, the interior feels a way behind premium plug-ins that cost only a little more.

However, in a lesser trim, the Hybrid4's straight-line performance, potential economy gains and attractive benefit-in-kind values might justify a purchase.

TOM MORGAN

@tommorgan3

VAUXHALL GRANDLAND X HYBRID4 ULTIMATE NAV

It might have hot hatch pace but it struggles to match premium players for ride refinement and interior finish

★★★★☆

Price	£46,650
Engine	4 cyls, 1598cc, turbocharged, petrol, plus two electric motors
Power	296bhp (total system output)
Torque	384lb ft (total system output)
Gearbox	8-spd automatic
Kerb weight	1800kg
0-60mph	5.9sec
Top speed	146mph (84mph in EV mode)
Economy	204mpg
CO₂	WLTP figures tbc
RIVALS	Audi Q5 55 TFSIe, BMW X3 xDrive30e, Peugeot 3008 Hybrid4



Perceived quality and richness inside are below par for a £46k car



VOLKSWAGEN TOUAREG 3.0 V6 TDI SE 4MOTION

Price £45,445 On sale Now

What's new? Volkswagen's flagship SUV gains a new no-frills SE trim level

HISTORICALLY, THE TOUAREG has been the large, relatively posh SUV for people who don't want to shout about having just bought a large, relatively posh SUV. This new entry-level SE model hits that brief square on the head, offering an even more understated strain of Touareg for close to £11,000 less than a basic Audi Q7.

Performance from its 228bhp V6 diesel is decent enough in the real world, although its eight-speed automatic 'box can be frustratingly hesitant. Ride comfort impresses, save for some low-speed animation around town. Standard spec is still very good as well.

All up, it's rather like an extra-large Golf to drive. Which is probably the point. **SD**

★★★★☆



RANGE ROVER P400

Price £90,010 On sale Now

What's new? 48V mild hybrid slips into the Range Rover line-up alongside plug-in P400e

AS ONLY A mild hybrid, the new P400 Range Rover can't drive on purely electric power alone. It also makes the least torque of any model in the revamped line-up and CO₂ emissions remain reasonably high.

But 406lb ft – to go with 395bhp – is still enough to propel it along with considerable ease, and the new, fast-spooling electric supercharger bolted to JLR's latest Ingenium 3.0-litre straight-six turbo makes for a sweet and responsive powertrain that's also cleaner than the old supercharged V6.

Most owners won't notice the precise effects of this new 48V system, though Range Rover would say this is the point. What they will notice is the superb ride quality – and the sometimes twitchy gearshifts. **RL**

★★★★☆

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ROAD TEST
No 5459



BMW M8

Munich enters new territory to go Bentley hunting with this flagship M car

MODEL TESTED **COMPETITION CONVERTIBLE**

Price £130,435 • Power 617bhp • Torque 553lb ft • 0-60mph 3.3sec • 30-70mph in fourth 4.1sec • Fuel economy 19.0mpg • CO₂ emissions 246g/km • 70-0mph 44.0m



We like

- Titanic performance outstrips even that of the genuine exotics
- Clever four-wheel drive system allows truly configurable handling
- First-rate infotainment and driver assistance technology

We don't like

- Firm-riding, slightly highly strung ride and handling dynamic isn't perfect for a fast GT
- A bit short on static desirability and lavish luxury cabin ambience

The BMW M division claims not to have played, until now, in what it calls the 'performance luxury' segment. Allowing for the existence of cars such as the old M6 Coupé and M6 Convertible, of course, and for several generations of the X5 M performance SUV, the truth of the matter is a bit less clear cut than that statement would suggest – but you can see why they'd make it.

Until now, it has clearly suited BMW M's purposes to define itself in opposition to rivals Mercedes-AMG, Porsche and Audi Sport predominantly as a maker of more credible hardcore super-saloons and sports coupés than of bigger, more expensive and more lavish six-figure 'luxury express' machines. And perhaps, because there has never been an M7 or X7 M, some believe that more development attention has been poured into every M2, M3, M4 and M5.

The launch, with this new second generation of the BMW 8 Series, of a full-fat M version – the M8 – is a bit of a landmark, then. Available initially in both two-door coupé and two-door convertible bodystyles, and with a four-door Gran Coupé coming later in 2020, the M8 becomes arguably BMW's first proper modern super-GT. And, with prices from just over £123,000, you might even think of it as the first car that BMW would offer up on level terms as an alternative to the blue-blooded Bentleys, Aston Martins, high-end Maseratis and low-end Ferraris of the automotive landscape.

With the discontinuation of production of the i8 recently confirmed, this becomes BMW's out-and-out performance flagship. But does it offer a technical make-up and driving experience sufficiently different from those of its various M-car relations to bring anything genuinely new to the Motorsport division product range?

DESIGN AND ENGINEERING



Don't for a second think that BMW M's first foray into the world of the luxurious super-GT means that it has suddenly come over all soft. On first acquaintance, the M8 Competition's sharp creases, chiselled edges and gaping intakes lend it a look that's as aggressive as any other M car you care to name – even when its shorn of its roof.

BMW hasn't pulled any punches in terms of its technical specification, either. The 4.4-litre twin-turbocharged petrol V8 that lies behind the M8's large, high-gloss black kidney grille is the same heavy-hitting unit that powers the M5 Competition, here developing 617bhp at 6000rpm and 553lb ft at 1800-5800rpm. This considerable firepower is deployed to the road via an eight-speed gearbox, BMW's active M differential and a fully configurable, rear-axle-biased

Range at a glance

ENGINES	POWER	FROM
M8 Competition	617bhp	£123,435

TRANSMISSIONS

8-spd automatic

Although BMW has made a standard variant of the M8, the only version of BMW's new super-GT available in the UK is the considerably more hardcore M8 Competition. Like its non-UK sibling, the M8 Competition is available in coupé, convertible and four-door Gran Coupé bodystyles, with the four-door model representing the entry point to the range in terms of price.

xDrive four-wheel drive system – and, just as in the M5, the xDrive system can send all of that power and torque rearwards, all of the time, if you want it to.

Meanwhile, a greater level of torsional rigidity, courtesy of an even stiffer M-specific CLAR platform, should help lift the M8's appetite for quick direction changes over and above that of the standard 8 Series. Competition models also benefit from stiffer engine mounts and a greater wheel camber at the front axle than is found on the standard M8 to sharpen handling responses even further; and while the story is different in other markets, BMW UK will offer the M8 for sale in Competition guise only.

That's not to say the chassis doesn't have its work cut out for it, though. BMW claims a kerb weight of 1885kg for the coupé (5kg more than a four-door M5) and 2010kg for the drop-top, with its folding fabric roof. On Millbrook's test scales, our test car came in at 2020kg, with that mass being split 53:47 front to rear.

Such heft understandably requires suitably heavy-duty brakes, so M Compound brakes come fitted as standard, with carbon-ceramics optionally available and fitted to our test car. The M8 Competition is the first BMW to feature a new by-wire braking system, the response and behaviour of which can – just as with the adaptive dampers, electromechanical steering, four-wheel drive, gearbox and throttle mapping – be tweaked and customised to suit the driver's preferences at the press of a button. In theory, the new electromechanical brake booster should make for a more consistent rate of pedal response as →



M6 Convertible paved the way for the M8



- Each of the quad tailpipes measures 100mm in diameter, making them notably more cannon-like than those fitted to the regular M5. An M Sport exhaust system is standard.



- Electronically folding fabric roof can be fully collapsed in 15 seconds at car speeds of up to 31mph. So a Mazda MX-5's manual roof is far quicker, but the BMW's is infinitely more dignified.



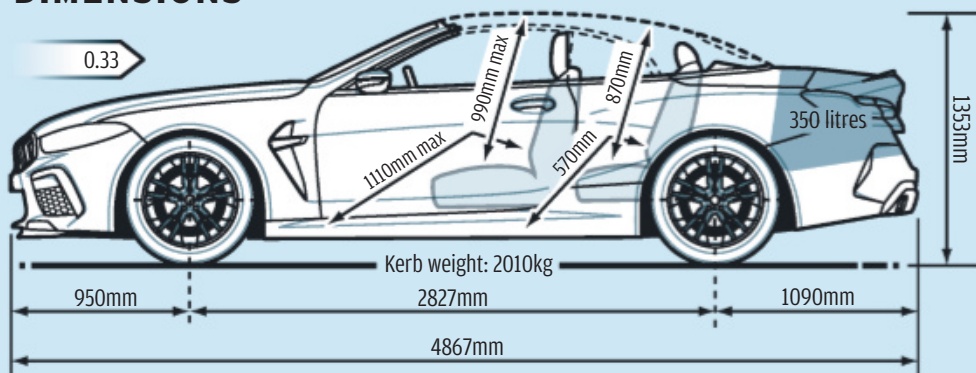
- Ultimate pack (£20,000) fitted to our test car included this rather opulent carbonfibre engine cover. As a stand-alone option, it costs £1025, which seems like quite a lot of money for something you'll rarely see.



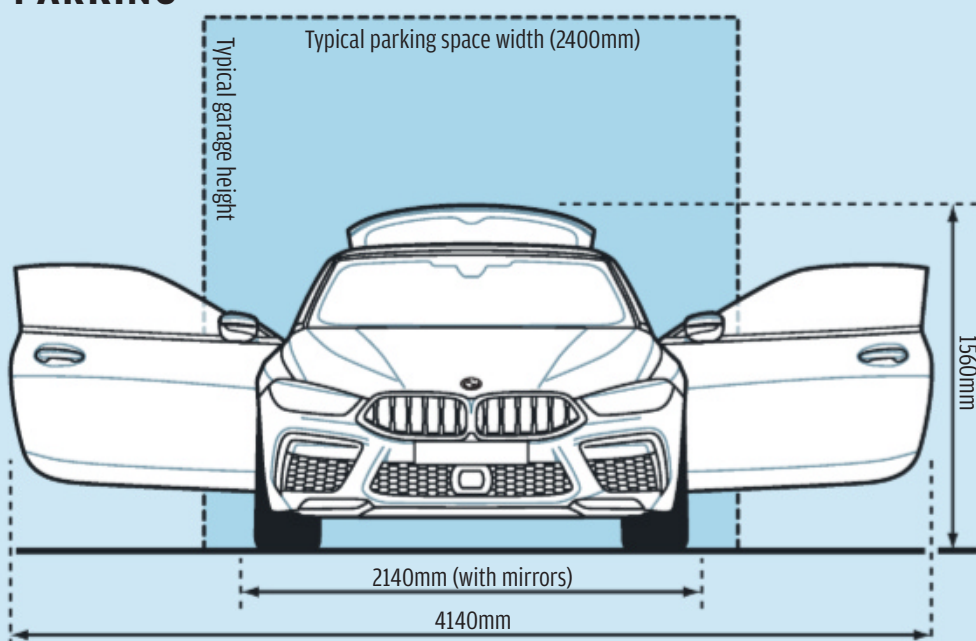
- Wind deflector lives in the boot when not in use and can be fitted in a matter of seconds – and with no broken fingers. It renders the back seats useless for anything but extra cargo stowage.

Weights and measures

DIMENSIONS



PARKING

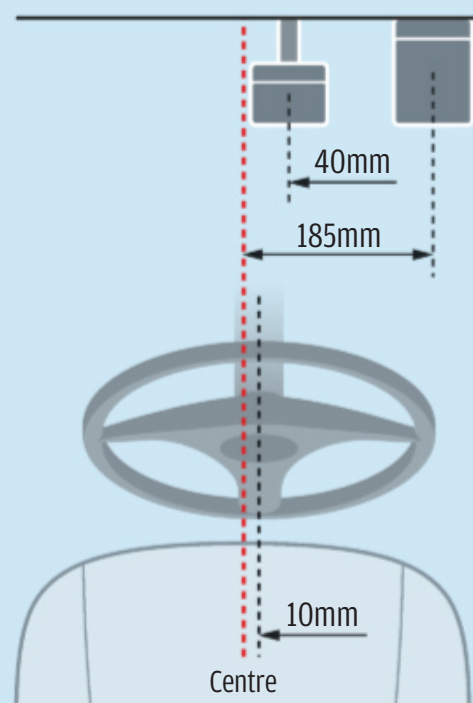


WHEEL AND PEDAL ALIGNMENT

Slight right-hand offset in the steering column isn't pronounced enough to mar an otherwise thoughtfully laid-out and comfortable driving position.

HEADLIGHTS

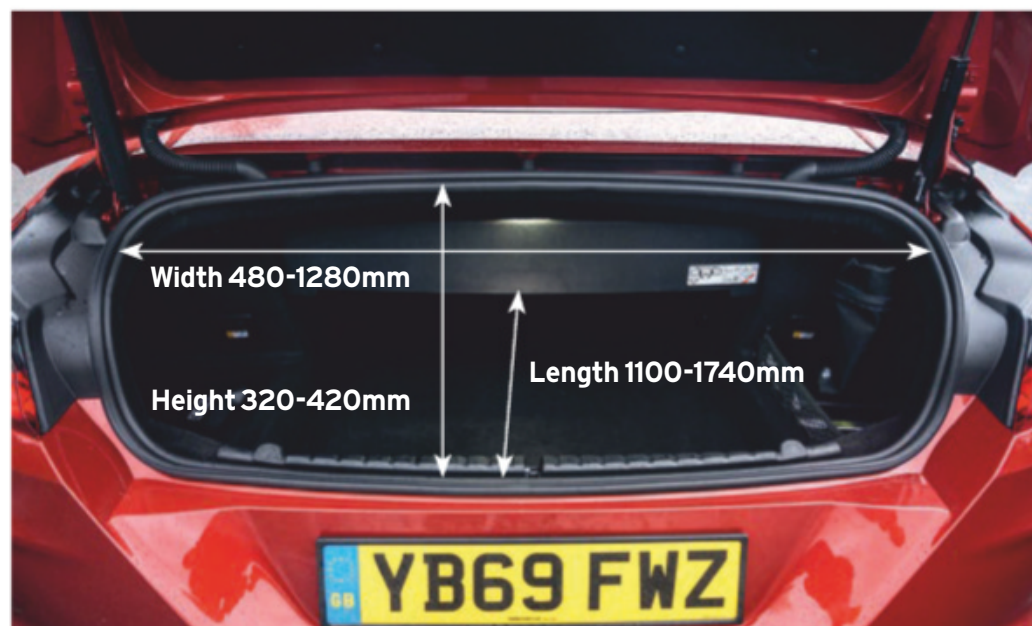
Optional Laserlight headlights impress more for their range and spread than outright brightness but are generally excellent overall.



● Heavily bolstered sports seats are comfortable and supportive. Five upholstery colours are available as standard: black, beige, orange, light grey and brown.



● Adult passengers won't appreciate being sat back here too much. These are best left for children only or used as additional storage space.



● You'd probably squeeze a golf bag in here with the roof down but not much else. At its shortest point, the boot is just 320mm tall – not great for hard-shelled suitcases.

← temperature builds into the system on track. We'll see whether this proves to be true.

Suspension, meanwhile, is by way of steel coils all round, with a mix of wishbones and multiple links lying underneath. So unlike many fast GT cars of a similar ilk, the M8 Competition goes without air springs.

INTERIOR

★★★★☆

BMW's effort to lift the material and visual appeal of the M8 Competition's cabin over and above that of the standard 8 Series can be considered a qualified success. The quilted Merino leather that comes as standard is soft to the touch, kind on the eyes and generously applied. Elsewhere, sections of carbonfibre sit tastefully alongside the brushed

metal and gloss black trim pieces to provide a telling reminder of the car's underlying performance intent.

The cabin architecture, meanwhile, is BMW to a tee and the seating position is suitably fast but not so recumbent as to deprive you of any visibility. Adjustability is generous, allowing you to sit low in the cabin, enveloped by the tall window lines, considerable transmission tunnel and driver-focused dashboard fascia. There was a very slight right-hand offset in the steering column of our test car but not one nearly significant enough as to become a source of complaint. For the most part, the driving position and general ergonomics are excellent – just as you'd expect them to be.

The result is that those familiar with BMW's contemporary model

offering will no doubt feel right at home in this new performance flagship. But therein lies the rub: next to more effortlessly opulent, visually appealing and materially rich rivals from Mercedes-AMG, Bentley or Aston Martin, the BMW's overriding familiarity and BMW-typical sense of understatement do conspire to dampen its sense of occasion somewhat. Anyone stepping out of the more lavishly appointed confines of an S63 Coupé, Continental GT or DB11 might be a shade underwhelmed by the BMW's comparative lack of exotic visual and tangible wow factor.

On practicality grounds, the M8 Competition Convertible claws back some points. There are numerous storage cubbies dotted around the cabin and the rear seats will

accommodate small children or a pair of weekend bags, but only smaller adults with much comfort. But as the boot effectively doubles as storage space for the folding fabric roof, luggage capacity isn't as great as it would otherwise be. Where the Coupé offers 420 litres of storage space, the Convertible has just 350.

PERFORMANCE

★★★★☆

The process of engaging the M8 Competition's launch control system is a relatively convoluted undertaking, but the pay-off – provided you're in a suitable environment – is worth witnessing at least once.

Even on a relatively dry track, the M8's getaway isn't particularly clean, but once up and running, the rate →



● 'Setup' button lets you pick preferred settings for engine, gearbox, steering, braking and 4WD systems so they can be stored in shortcut buttons on the wheel.



● Air collar and heated seats come as standard on the convertible. Backlit M8 logo looks particularly snazzy in the dark as well.



● Whoever designed the speaker covers for the Bowers & Wilkins stereo must have watched Signs. We like the way they look a lot, particularly when lit up at night.



Multimedia system ★★★★★

The M8 Competition comes as standard with BMW's latest 10.25in Live Cockpit Professional infotainment suite. It's a system we're very fond of and the slickness of its graphics and general ease of use are as welcome in the M8 as in BMW's humbler model offerings.

The standard specification is unsurprisingly strong, with DAB radio, satellite navigation, Bluetooth connectivity, Apple CarPlay and a wi-fi hotspot all included right out of the box.

The hexagonal digital instrument binnacles that BMW seems intent on fitting to all of its new models are typically clear and easy enough to read, but our testers still agree that their design remains a touch awkward in appearance.

The Bowers & Wilkins Diamond surround sound system that comes as part of the £20,000 Ultimate pack provides truly excellent sound quality, even when the roof is down.



← at which it accrues pace is quite something. Initially, there's a discernible shuffling off the line as the car attempts to deploy its massive power and torque reserves to the road without breaking traction, but almost immediately afterwards it squats down dramatically on its haunches and rockets away. Upshifts relay a faintly aggressive shunt to the base of your spine, with the transmission allowing the engine to spin close to its 7200rpm redline before swiftly snatching the next gear.

The accompanying soundtrack isn't quite as raucous or characterful as the best AMG V8s, but the numbers vouch for the effectiveness of BMW M's most powerful production engine. With the fabric roof firmly in place, our timing gear clocked the M8 Competition's 0-60mph run at 3.3sec, with 100mph arriving in just 7.4sec. That's notably quicker than 12-cylinder versions of both the Continental GT (3.6sec and

8.1sec respectively) and DB11 (4.0sec, 8.4sec) and very nearly quick enough to land the M8 Competition in bona fide supercar territory. In-gear performance is no less impressive, with the BMW accelerating from 30mph to 70mph while locked in fourth gear in just 4.1sec.

For all of the M8 Competition's effectiveness in a straight line, though, its powertrain isn't without fault. Even in calmer environments, there remains an underlying aggression that mars its effectiveness as a more laid-back, relaxing GT car. The transmission can at times be overeager to engage, making for a step-off that can feel unnecessarily urgent and hurried.

The M8's carbon brakes provide suitably immense stopping power, bringing the drop-top BMW to a halt from 70mph over a distance of just 44.0m. However, the new by-wire braking system isn't quite as intuitive as we'd hoped. In Comfort mode,

there's quite a sudden bite at the top of the pedal, which is then amplified in Sport mode to such an extent that you often find yourself braking too early and too suddenly for a corner, while close control over stopping power never feels truly effortless. Our testers agreed that they'd be willing to swap some of the BMW's stopping power for a more intuitive pedal progression.

HANDLING AND STABILITY

★★★★☆

If you thought this M8 Competition might feel, to drive, like an M5 with two fewer doors and quite a lot less roof, you may be more surprised by how differently the car rides and handles from its saloon sibling than by its rapacious pace. Although an M5 is already a fairly firm-riding, agile-feeling saloon car, the M8 seems unmistakably lower and a little wider set on the road and it feels slightly more firmly sprung still.

It also steers quite a bit more directly, its off-centre handling response in particular exhibiting a keenness you don't often find in cars this size. The more comfort-oriented driving modes take the edge off this initially quite alarming appetite for an apex, as does familiarity, so that, over time and in one way or another, you get used to the way the car darts around roundabouts and junctions. But for a big GT car, the M8 certainly pushes the boundaries of what constitutes entirely natural- and intuitive-feeling handling.

For that reason, it takes a little while to be able to place the car on the road exactly as you'd like. The confidence needed to explore the car's handling at speed also takes its time to build. A steering set-up about which there is just a hint of elasticity of feel, and that doesn't telegraph building cornering load as clearly as you might like, doesn't speed the process up much.



● It feels surprisingly eager to dart towards the apex, given the car's heft, but there's fine composure once you learn to trust it and, when desired, tail-out entertainment

Track notes

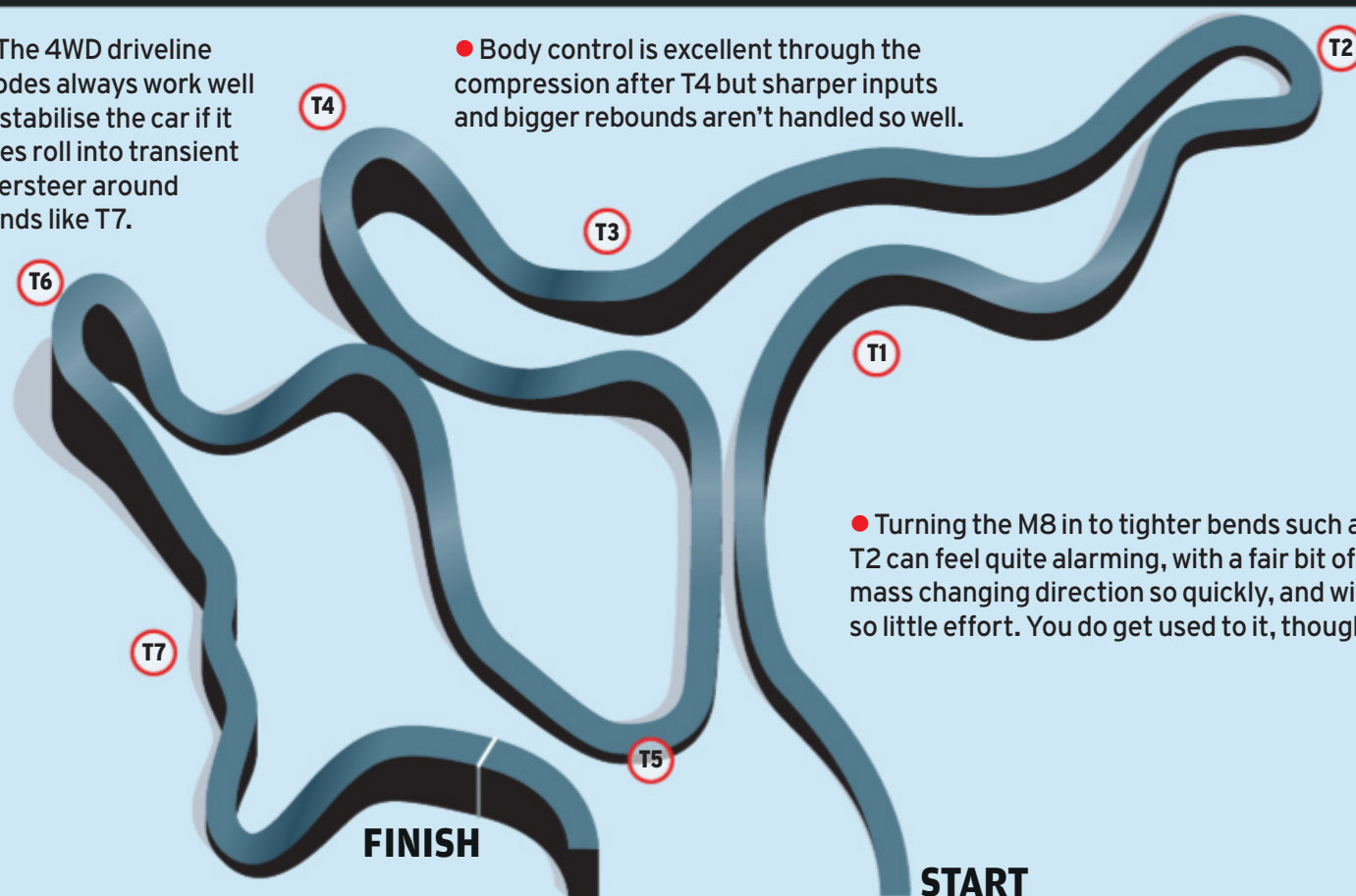
With all of its various systems set to their firmest, angriest Sport and Sport+ settings, the M8 Competition has quite remarkable levels of grip and agility. Lateral body control is very tightly checked; handling response builds very quickly off centre; balance is more neutral than is the norm for a big GT; and the steering is quite lightly weighted. For all of those reasons, you end up hitting apexes a lot more easily and quickly than you might expect to.

BMW's 4WD Sport driveline setting and its M Dynamic stability control mode allow you to animate the chassis under bigger helpings of throttle, and with a reassuring ultimate safety net in place. But it's a safety blanket you're quite welcome of because the M8's quietly feisty demeanour doesn't make it the most benign of cars when it – sometimes quite suddenly – begins to slide.

● The 4WD driveline modes always work well to stabilise the car if it does roll into transient oversteer around bends like T7.

● Body control is excellent through the compression after T4 but sharper inputs and bigger rebounds aren't handled so well.

● Turning the M8 in to tighter bends such as T2 can feel quite alarming, with a fair bit of mass changing direction so quickly, and with so little effort. You do get used to it, though.



However, there is bountiful handling stability and dynamic composure to discover once you feel comfortable enough to discover it. Just like the M5, the M8 offers '4WD', '4WD Sport' and '2WD' driveline configurations, each of which allows progressively more in the way of throttle-on cornering balance and rear-driven handling adjustability; but even in the first of them, the chassis develops neutral handling manners and resists power-on understeer very robustly.

The car's blend of grip, handling composure and incisiveness is certainly compelling, then. It's quite a bit more convincing on smooth, widely marked roads than it is on more uneven ones, though, and on the latter, when it has bigger vertical inputs to deal with, it can struggle to harness its mass with that ideal meeting of supple compliance and progressive control that the very best fast GTs strike.

COMFORT AND ISOLATION



This section remains a pretty big hurdle for any big, heavy, luxury cabriolet to negotiate, even in 2020. The M8 Competition is a car with respectable touring manners that, with its roof down and its windows and wind deflector up, shields its occupants from the elements as well as any soft-top you might compare it with; not so well, however, that you'll be inclined to drive it too far at fast motorway speeds in that configuration, even on the warmest and stillest of days.

With the roof up, it filters out wind noise quite well and doesn't let too much of the hum and roar of nearby traffic penetrate into the cabin, although a good folding hard-top option would do better, and by a margin big enough to notice it. Considering the other compromises a folding metal roof might have

imposed, though, you'd be very happy to take the cloth-top execution, warts and all. And roof-up cabin refinement is anything but objectionable: we recorded 67dB at a 70mph cruise, which is probably only a decibel or two higher than coupé noise level.

The car's body structure appears to have laudable integrity, declining to shake its A-pillars at all over rougher terrain, although the firmish ride does leave the chassis given to the odd thump and the slightest shudder over sharper edges and craggy potholes. Ride isolation is, overall, a shade below what is typical of a big sporting GT.

BUYING AND OWNING



Make no mistake: we've seen circa-£130k BMWs before. But whereas the likes of the M760Li represent the pinnacle of what Munich can achieve with a luxury limousine, the M8's GT car aspirations land it in territory

occupied by an even more exclusive class of vehicle.

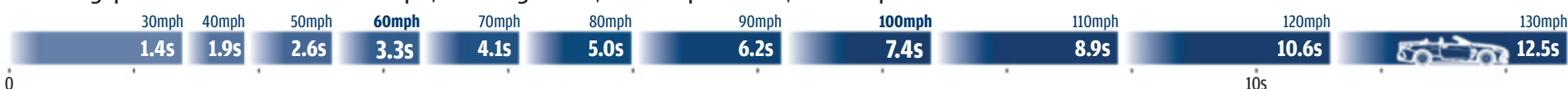
Next to the likes of the Continental GTC V8 or DB11 Volante, the drop-top M8 Competition's comparatively affordable £130,435 asking price might see it win favour with those who aren't quite willing to make the jump up to those properly blue-blooded alternatives. But for those who can, that saving might not be quite enough to make up for the comparable lack of prestige attached to the BMW's propeller roundel – regardless of how many options you then attach to the car.

Speaking of which, our test car was equipped with the £20,000 Ultimate pack, which adds practically every option you'd care to include. Extensive carbonfibre exterior details, carbon brake, ventilated seats, an uprated stereo system and far more besides are all added to the M8 Competition's already generous level of standard equipment. →

ACCELERATION

BMW M8 Competition Convertible (6deg C, damp)

Standing quarter mile 11.5sec at 125.1mph, standing km na, 30-70mph 2.7sec, 30-70mph in fourth 4.1sec



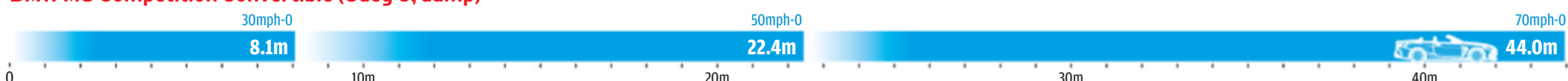
Bentley Continental GT W12 (2018, 12deg C, dry)

Standing quarter mile 11.8sec at 122.8mph, standing km 21.2sec at 158.9mph, 30-70mph 2.9sec, 30-70mph in fourth 5.0sec



BRAKING 60-0mph: 2.71sec

BMW M8 Competition Convertible (6deg C, damp)



Bentley Continental GT W12 (2018, 12deg C, dry)



BMW M8 COMPETITION CONVERTIBLE

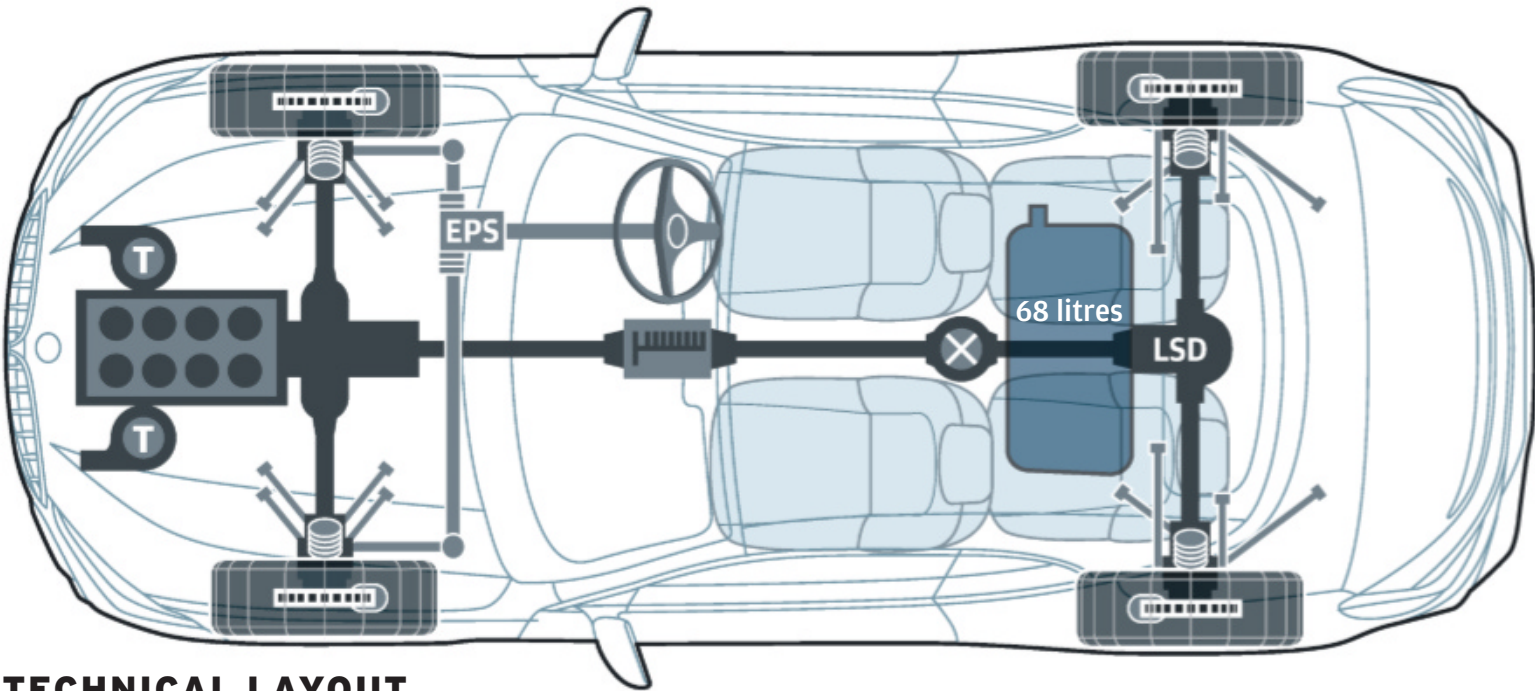
On-the-road price	£130,435
Price as tested	£150,435
Value after 3yrs/36k miles	£53,550
Contract hire pcm	£1579.82
Cost per mile	na
Insurance	50/£1195

TYPICAL PCP QUOTE

Three years/30,000 miles £1654.07
A £12,404.95 deposit will put an M8 Competition Convertible on your drive on the above terms for just over £1650 per month. A final optional payment of £63,878.95 will stand at the end of the contract. APR is 3.9%.

EQUIPMENT CHECKLIST

20in alloy wheels	■
Adaptive M suspension	■
Air collar	■
Connected Package Professional	■
Merino leather Alcantara upholstery	■
Carbonfibre interior trim	■
M head-up display	■
M leather steering wheel	■
M seats	■
M Servotronic	■
M Sport differential	■
M Sport exhaust	■
M xDrive	■
Dynamic Damper Control	■
Rear parking camera	■
Parking assistant	■
Wind deflector	■
Rollover protection	■
BMW Live Cockpit Professional with 10.25in infotainment suite	■
Ultimate pack	£20,000
Options in bold fitted to test car	
■ = Standard na = not available	



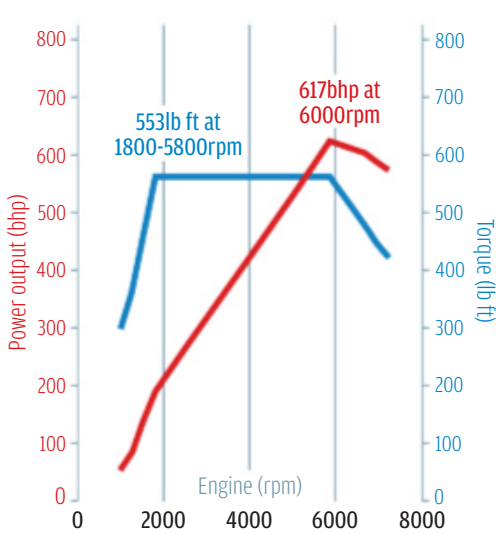
TECHNICAL LAYOUT

The M8 Competition Convertible sits on a stiffened, M-specific version of the BMW's CLAR platform. A longways V8 sits at its nose, with its twin turbos positioned in the 'hot vee' of its cylinder bank. Drive is sent to all four wheels via a rear-biased xDrive system, although a centre differential can lock off the front axle to make the M8 rear driven. Suspension is by way of double wishbones and multiple links.

ENGINE

Installation	Front, longitudinal, four-wheel drive
Type	V8, 4395cc, twin-turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	89.0mm/88.3mm
Compression ratio	10.0:1
Valve gear	4 per cyl
Power	617bhp at 6000rpm
Torque	553lb ft at 1800-5800rpm
Redline	7200rpm
Power to weight	307bhp per tonne
Torque to weight	275lb ft per tonne
Specific output	140bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	Track	9.6mpg
	Touring	31.6mpg
	Average	19.0mpg
CLAIMED	Low	16.2-16.3mpg
	Mid	25.0-25.2mpg
	High	30.1mpg
	Extra high	27.2mpg
	Combined	25.2mpg
	Tank size	68 litres
	Test range	284 miles

EMISSIONS & TAX

CO ₂ emissions	246g/km (NEDC eq)
Tax at 20/40% pcm	£793/£1586

CHASSIS & BODY

Construction	Aluminium and steel monocoque
Weight /as tested	2010kg/2020kg
Drag coefficient	0.33
Wheels	9.5Jx20in (f), 10.5Jx20in (r)
Tyres	275/35 ZR20 102Y (f), 285/35 ZR20 104Y (r), Michelin Pilot Sport 4S
Spare	Inflation kit

TRANSMISSION

Type	8-spd automatic
Ratios/mph per 1000rpm	1st 5.00/5.2 2nd 3.20/8.2 3rd 2.14/12.2 4th 1.72/15.2 5th 1.31/19.9 6th 1.00/26.1 7th 0.82/31.7 8th 0.64/40.8
Final drive ratio	3.145:1

SUSPENSION

Front	Double wishbones, coil springs, adaptive dampers
Rear	Multi-link, coil springs, adaptive dampers

BRAKES

Front	400mm carbon-ceramic discs
Rear	380mm carbon-ceramic discs
Anti-lock	Standard, with brake assist
Handbrake type	Switch
Handbrake location	Centre console

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.25
Turning circle	12.2m

SAFETY

ABS, DSC, DTC, PDC, LKAS, rollover protection	
Euro NCAP crash rating	Not tested

CABIN NOISE

Idle	48dB
Max rpm in 4th gear	77dB
30mph	62dB
50mph	65dB
70mph	67dB

ACCELERATION

MPH	TIME (sec)
0-30	1.4
0-40	1.9
0-50	2.6
0-60	3.3
0-70	4.1
0-80	5.0
0-90	6.2
0-100	7.4
0-110	8.9
0-120	10.6
0-130	12.5
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

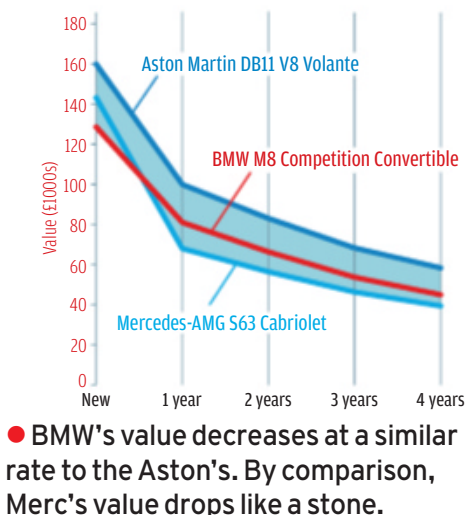
mph	2nd	3rd	4th	5th	6th	7th	8th
20-40	1.2	2.0	2.7	-	-	-	-
30-50	1.3	1.7	2.1	2.9	4.9	-	-
40-60	-	1.7	2.0	2.6	3.8	5.3	-
50-70	-	1.7	2.0	2.6	3.6	4.5	8.2
60-80	-	1.8	2.1	2.7	3.7	4.6	6.6
70-90	-	-	2.2	2.7	3.7	4.7	6.6
80-100	-	-	2.3	2.9	3.8	5.0	7.1
90-110	-	-	-	3.0	3.9	5.2	7.6
100-120	-	-	-	3.0	4.1	5.4	8.2
120-140	-	-	-	4.3	-	-	-
140-160	-	-	-	-	-	-	-
160-180	-	-	-	-	-	-	-
180-200	-	-	-	-	-	-	-

MAX SPEEDS IN GEAR

1	38mph 7200rpm
2	59mph 7200rpm
3	88mph 7200rpm
4	109mph 7200rpm
5	143mph 7200rpm
6	155mph 5982rpm
7	155mph 4923rpm
8	155mph* 3828rpm

RPM in 8th at 70/80mph = 1718/1963

RESIDUALS



THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2020, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the M8 Competition Convertible, contact BMW Customer Services, Summit One, Summit Avenue, Farnborough, Hampshire, GU14 0FB (0370 505 0160, customer.service@bmw.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

Testers' notes

MATT SAUNDERS

I like the way BMW integrates assisted driving tech. It prefers visible driver alerts rather than audible ones, because the former don't spook passengers, and always offers plenty of configurability (and an 'off' button). Thumbs up.

SIMON DAVIS

I appreciate what BMW is trying to do with the M8 Competition, but its constantly alert, more overtly aggressive disposition doesn't really work for me in the context of a fast GT car. It could do with being a bit more laid-back.

Spec advice

We'd cherry-pick the best bits of our test car's £20,000 Ultimate pack. Lose the carbon brakes and carbon exterior details and leave in the Bowers & Wilkins stereo (£4675) and Driving Assistant Professional safety systems (£1650).

Jobs for the facelift

- Soften the suspension of the Competition version or add the standard M8 to the UK order book to better suit craggy UK road surfaces.
- Add more richness and luxury feel to the interior.
- A bit less filtering and more natural feel from the steering would be welcome.

VERDICT



It has attitude to spare but isn't the complete super-GT

If we accept BMW's argument that this is the M division's first proper swing at a fast, modern, performance GT car, we'd have to admit that it's a pretty good swing. The M8 Competition doesn't want for outright pace or handling dynamism, or for capacity to thrill. Even if you bought one as an alternative to a big-hitting, purpose-built sports car, you'd be unlikely to feel short-changed in so many ways.

But the brief of a great luxury performance GT car must be broader than such a mission statement, of course; and it's with the delivery of GT-appropriate richness of experience – in the material feel of its interior and in the refinement, tactile sophistication and subjective appeal of its drive – that the M8 Competition falls a little short.

BMW will have known that it had it all to do to present a viable rival for Bentleys, Aston Martins and upper-end Mercedes-AMGs here on desirability, and that the rest of the M8's package would need to be word perfect to make the car's wider case clear; which it isn't – although it's not without strengths. As big, fast GT cars go, this will be a polarising one open to both criticism and praise in equally serious terms.

ROAD TEST RIVALS

Verdicts on every new car, p82

Price

Power, torque

0-62mph, top speed

CO₂, economy**ASTON MARTIN DB11 VOLANTE**

AMG-sourced V8 fits the DB11 Volante's character to a tee. It's one of the sharper-handling cars in its class, but its cabin lacks some of the Bentley's pizzazz.

★★★★☆

£159,900

503bhp, 513lb ft

4.1sec, 187mph

230-265g/km, 28.3mpg

**BENTLEY CONTINENTAL GTC**

The new Conti GTC V8 would be a better fit than the W12, but we've yet to drive it. This is by far the most opulent car here but the M8 betters it for straight-line pace.

★★★★☆

£175,100

626bhp, 664lb ft

3.7sec, 207mph

317g/km, 20.2mpg

**MERCEDES-AMG S63 CABRIOLET**

Despite its age, the S63 Cabriolet is as impressive as ever. More luxurious than the M8 and a more capable GT. Magnificent.

★★★★☆

£145,005

604bhp, 664lb ft

4.2sec, 155mph

250g/km, 23.5-23.9mpg

**BMW M8 COMPETITION CONVERTIBLE**

M8 Competition has straight-line performance to spare, but its more focused set-up hampers its suitability as a super-GT car.

★★★★☆

£130,435

617bhp, 553lb ft

3.4sec, 155mph

246g/km, 25.2mpg

**FERRARI PORTOFINO**

Entry-level Ferrari is quick, loud and exciting but, like the M8, its more hardcore set-up feels at odds with its positioning as a luxurious GT.

★★★★☆

£166,551

592bhp, 561lb ft

3.5sec, 199mph

245g/km, 26.4mpg

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HIGH-RISE DEV



ELOPMENT

Has Volkswagen ended the long wait for a sporting crossover that's worth considering over a hot hatchback? Richard Lane lines up the T-Roc R next to the latest BMW M135i to find out

PHOTOGRAPHY OLGUN KORDAL



Pearl-clutching purists won't appreciate the amusing synthesised growls these cars make in their aggressive driving modes, but it'll be a welcome bit of theatre for most owners. The T-Roc puts on the bigger show, popping away loudly on downshifts, and that's even without its optional Akrapovic exhaust.

Have a go at listing all the go-faster crossovers you could buy and get change from, say, 45 grand. And please take your time.

The choice is vast, so I'll help out. You'll already know the Cupra Ateca, but if you're prepared to spend a bit more, you can have the much larger, twin-turbo diesel Skoda Kodiaq vRS. There there's the Audi SQ2 and BMW X2 M35i; these are the ones for those who like it premium, and they'll soon be joined by the GLA 35, which will enter a Mercedes-AMG line-up that today includes the same number of crossovers as saloons. That's vaguely sacrilegious when you think about it.

Also expect a Ford Puma ST and for Nismo to breathe on the new Nissan Juke, allowing both models to compete with the Mini Countryman JCW, whose 302bhp output is about as mini as its footprint on the road.

And these are merely some of those that will ever sit on a showroom floor. Abarth once built a prototype 500X with the engine from an Alfa Romeo 4C, while Peugeot has toyed with the idea of a reverse-homologated 2008 GTi loosely inspired by its Dakar Rally-winning namesake. Industry insiders must have stories of countless similar projects, many of which may one day still result in a model that you can go out and buy.

Put simply, the scope of this class has become bewildering and will surely become more so with rising demand. Whether it should is another matter – and that's why we're currently standing in a Welsh lay-by in mid-January, enduring a deluge. We have the keys to Volkswagen's new T-Roc R, which we suspect may be the finest 'affordable' hot crossover to date. That leads us to the second reason we're doing this. If the T-Roc R does turn out to be truly, unusually good, could it be the first to make a stronger head-and-heart case for itself than a comparable hot hatch – that is, one of outstanding stock and four-wheel-drive security? Because up to now, the answer to that has always been: "Not on your life." →



M135i rides on handsome 18in alloy wheels



T-Roc R goes an inch larger with its rims



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M135i gets half the exhaust tip count of its rival but produces more power

“Each features on-demand four-wheel drive that heavily favours the front”

Until three weeks ago, that hot hatch would, quite inconveniently, have been the Golf R. But as you can no longer buy a new one (almost as though it made way for the T-Roc R, but actually a new Golf R is coming soon), we've settled for the next best thing: a BMW M135i xDrive, which Autocar testers would take over an AMG A35 more days than not.

At the top of their respective line-ups, the T-Roc and 1 Series are remarkably similar. Each uses an in-house-developed four-cylinder 2.0-litre turbo engine, hits 62mph in 4.8sec and features on-demand four-wheel drive that – to the eternal angst of many BMW diehards – heavily favours the front axle. They will also take up comparable space on your drive, although the crossover is taller,



M135i looks less purposeful than its forebear and has sacrificed two cylinders



wider and shorter. It therefore looks conspicuously cuboid next to the low-slung BMW. Everyone in attendance feels the T-Roc R's contoured arches look the business and that this new-gen 1 Series is far from BMW's finest visual achievement, with rear wheels that look a bit puny and a slightly piggish grille. But for sheer sporting pretension, there's still only one

winner – and it ain't the crossover.

The T-Roc R doesn't cover itself in glory for unbridled spirit once you're inside, either. This is an issue that puts many of us off crossovers straight away. The raised seating position and high ceiling make for a breezy ambience and better back-seat ergonomics than most hot hatches could ever muster,



VW Group's EA888 engine is a familiar sight

but these characteristics don't imbue the place with much intent. You get a clearer, longer view of the road ahead but in doing so sacrifice a good portion of your relation with it. Happily, you can drop the seat so low that you'll wonder how much deeper the hip point really is in the BMW, but then the cabin feels oddly incoherent with so much metal above your eyeline.

The M135i can feel cramped and chaotic, but you wear it much more naturally and, while we're at it, perceived quality befits the £36,430 asking price, which can't be said of the £38,450 T-Roc R on account of so many elements and surfaces seemingly borrowed from the Polo. So, the traditional hot hatch is the more desirable of the pair in look and feel, both inside and out. But you might say 'twas ever thus.

The T-Roc R finally starts to live up to the hype once you get those 19in Pretoria alloys rolling. After all, this is essentially a Golf R in an overcoat: the two use the same MQB platform, although the newcomer's wheelbase is fractionally shorter, which if anything might even improve agility. The well-known EA888 engine is carried over in the same 296bhp tune and retains an uncanny ability to →

HOT HATCH ALTERNATIVES OVER THE AGES

1990



RENAULT 19 CHAMADE 16V

Based on a hot hatch that some say is even better to drive than its Golf GTI and Escort RS2000 contemporaries, this saloon packed 142bhp with only 1070kg of pleasingly thuggish executive body to haul along. It handled decently and later received a sprinkling of BTCC stardust but was never as popular as the hatchback.

2005



VAUXHALL ZAFIRA VXR

"Is the Zafira VXR the most pointless car since the automatic Lancer Evo?" So began our test of Vauxhall's original hot MPV, which with 237bhp and a six-speed gearbox could've been a pleasant surprise. It wasn't, with a brutal ride direct from the age of the horse-drawn carriage but little to suggest the chassis could cope with the potency on offer.

2014



PEUGEOT RCZ R

Here's a hot French car that's rather more desirable than the Chamade. Making 266bhp, the RCZ R was the most powerful Peugeot there had been, and it had envy-inducing looks topped off by a double-bubble glass roof. Firm-riding but precise with an LSD-enabled playful side, it also had two small but useful back seats.

Both develop immense traction – even in weather like this



2nd

Sublime in parts and versatile but never shakes its veneer of inauthenticity and offers neither the interior nor the dynamics to justify its steep price.



← slap you with meaningful torque pretty much anywhere in the rev range, even if it isn't quite as responsive as the new – deep breath – B48A20T1 twin-scroll in the BMW.

Power is meted out using an electronically operated coupling that can send up to half the available torque rearwards and Volkswagen's XDS electronic differential at the front. The latter simulates a limited-slip differential by braking a slipping wheel and forcing drive to the other side. It's also the reason why the Golf R can feel nicely rear-balanced at times. Even though only half the total torque can go to the back axle, you can be left with an overall rear bias if the XDS system cuts in to limit drive at the front – which is quite neat.

What's more, the T-Roc R is only 50kg heavier than the M135i. That's mass anybody would rather not have, of course, but it's not all that much in the context of 1575kg. Perhaps that's partly why the T-Roc R moves so much more fluidly than expected on its optional (£695) Dynamic Chassis Control suspension. In drier moments, it permits you to fly across the ground, leveraging generous wheel travel but pairing with it an

exemplary degree of control for freakishly smooth progress.

This ability to simultaneously react to but also mollify the road is easily best-in-class and the best in this test. In this respect, the T-Roc R moves like an old Lancia Delta Integrale, seemingly impervious to ruts and bobbles, only with, you know, actual body control. Picture a top-drawer mogul skier and you've got the idea.

You can therefore arrive at corners very fast indeed, which is where the T-Roc R performs arguably its most impressive trick – but probably also loses this contest. The aluminium front subframe and new engine mounts have clearly had some positive effect, because the car gets its nose into corners wonderfully well. Moreover, it achieves this without making any misguided attempt to do so purely by way of psychotic off-centre steering response (the steering, incidentally, has also been revised from the Golf R, and this variable rack never feels anything less than beautifully geared). There's so little roll, even in the suspension's default setting, and then you're met with Volkswagen's trademark neutrality. Zap: into and



Disappointingly, the T-Roc's interior isn't up to Golf standards

out of corners it goes, dispassionate but highly effective and, frankly, difficult to find much fault with.

And then you climb down into the M135i. High scuttle, low roofline, wheel securely at chest height: in short, much more enveloping. The ride is authentically hot hatch taut, but it isn't brittle. And although the steering is considerably more vulnerable to deflection than that of the T-Roc R, and the quick elasticity of its action isn't so immediately easy to get along with, there's an earthy connection you get from having less metal, rubber and plastic between your anatomy and the treadblocks.



Hatchback's snug cockpit feels a lot sportier

1st

Gives more in driver involvement than it gives away to the T-Roc R in space and comfort. Not the finest hot hatch but good enough to beat the best comparable crossover.

This is quite a pertinent test, because BMW has never before built a 4WD hot hatch and R GmbH hasn't developed any form of crossover since the Touareg R50 of 2008, whose 5.0-litre diesel V10 gave it 627lb ft. That probably wouldn't find too many buyers today...

Within the space of two committed corners, you're aware of the latency in the taller car between your input and its reactions. It's harder to read the road ahead, because you don't have height on your side, but equally you're given more confidence to properly attack.

The T-Roc R is the more compliant long-distance car, especially with its dampers set to their syrupy softest. It's also easier to climb aboard and your back-row passengers will feel more relaxed and comfortable than they would in the M135i at all times. Actually, perhaps not when you approach the ultra-high limits of grip and traction, because it wouldn't be a surprise if the T-Roc R were even quicker than the M135i in terms of point-to-point pace.

Luggage capacity isn't the strolling crossover victory you might expect, though. There are just 12 litres in it, and the hatchback's boot is deeper. Economy? Predictably, less mass and a smaller frontal area mean the

crossover comes off worse, with a combined 32.5mpg versus 35.3mpg for its old-fashioned rival.

There's no doubt the T-Roc R would slip into your life with barely a ripple, which makes its B-road ability all the more impressive. But let's not pretend the M135i wouldn't be supremely easy to live with also.

And what about those who do want a ripple or two from their performance car, even one with a daily brief? Well, they're better served by the BMW. Its steering has more life, its chassis has more natural agility and, although we haven't touched much on it here, its driveline is simply more finessed when you ask it difficult questions. The hot hatch formula seems so simple, yet it doesn't necessarily translate perfectly to other automotive realms. To the casual driver, there may be no discernible difference between the T-Roc R and M135i. But to the rest of us, with the crossover's extra height and weight, the magic is lost. **A**

The crossover would probably be the winner of a point-to-point race



	BMW M135i xDrive	Volkswagen T-Roc R 4Motion
Price	£36,430	£38,450
Engine	4 cyls in line, 1998cc, turbocharged, petrol	4 cyls in line, 1984cc, turbocharged, petrol
Power	302bhp at 4500-6250rpm	296bhp at 5300-6500rpm
Torque	332lb ft at 1750-5000rpm	295lb ft at 2000-5200rpm
Gearbox	8-spd automatic	7-spd dual-clutch automatic
Kerb weight	1525kg	1575kg
Top speed	155mph (governed)	155mph (governed)
0-62mph	4.8sec	4.8sec
Economy	34.4-35.3mpg (WLTP)	32.5mpg (WLTP)
CO₂, tax band	182g/km (WLTP), 35%	176g/km (NEDC eq), 37%

WHICH OF THESE WAS DESIGNED BY BMW?

The answer is all of them because BMW's Designworks spends 50% of its time working for non-BMW brands. Jim Holder sees how such designs feed back into the car side

You've probably heard that car companies no longer wish to be known as car companies. These days, it is de rigueur to present yourself as a mobility company, unconstrained by the metaphorical straitjackets of four wheels and an engine.

What you may not know is that many car companies, and especially design divisions, have long had the freedom to move outside established automotive circles – and few more so than Designworks, a California-based design consultancy set up in 1972 and bought by BMW in 1995 after it had built its reputation for forward thinking.

In essence, it's a subsidiary of BMW that is open for business to outsiders. So while its headline credits include early iterations of the BMW 3 and 8 Series and X5 and more recent work on the 5 Series, it is just as likely to be working on cabin designs for Singapore Airlines or a vision of the future of camping for The North Face.

"We work to a 50:50 model of working for BMW Group brands and for outside brands," says Designworks president Holger Hampf. "For BMW projects, we must compete internally to win the right to keep moving forward with designs, while for outside projects we operate with the aim of extending our learning but also of being a profit centre."

"In that sense, we are about entrepreneurial design. We don't want to work for anyone, but we do set ambitious financial targets that drive us into spaces of interest and allow us to provoke and learn in areas of mobility that perhaps the group wouldn't have time or resource to look at otherwise."

So here is a selection of some of the eye-catching projects that it has worked on.

Skai passenger drone

Clean, sustainable transport needs a radical rethink and this is Designworks' interpretation: a five-passenger drone propelled by six hydrogen-powered rotors. The target flight time is four hours and – before your eyebrows rise too far – working prototypes are being readied.

"Everyone wants to hear BMW's interpretation of the future of the car, but that's not what this is about," says Hampf. "This is about immersing ourselves in another world so that we have thought leadership in getting from A to B by other means."

The biggest challenge, says Hampf, is getting the weight down so that the drones can lift the pod and passengers: "Battery electric would never have worked, but liquid hydrogen is interesting. There is some serious investment behind that technology."

POSSIBLE INSIGHTS Lightweight materials, hydrogen power, customer acceptance of new tech, ride-hailing insight, design reassurance.



USOC Paralympic wheelchair

Sport is rarely just about physical endeavour: be it a swimming suit, running shoe or racing car, there are always variables that distort the balance. In most sports, that's actively encouraged, including in Paralympic wheelchair racing.

"We started as an Olympic sponsor in 2010 and started working with Team USA," says Hampf. "From a design perspective, it was interesting to conceive everything from the perspective of function over form – but never to the abandonment of form."

Perhaps inevitably, that led initially to the wind tunnel and carbonfibre workshop, and then on to a chassis redesign and insights into making customised chairs for each athlete, designed following 3D body scans, to reduce drag and achieve perfect weight distribution.

"The beauty was the passion of our clients," says Hampf. "They wanted perfection and the outcome was very rewarding."

In 2012, Team USA won seven medals and set four Paralympian world records. Designworks continues to perfect the chairs today, as well as working on a bobsleigh design and improvements in prosthetics for athletes.

POSSIBLE INSIGHTS Prototyping, lightweight materials, ergonomics, mobility challenges.



Ionity charging station

You are likely to have heard of Ionity, the firm initially set up by BMW, Daimler, Ford and Volkswagen to roll out fast-charging stations for electric cars and taking on new automotive partners all the time as its ambition gathers momentum.

Given the competing brands, settling on a design for the charging stations could have been a political nightmare. Step forward Designworks. "The initial thought might be it's a box in the ground, but think deeper and it is the touchpoint between our brand and our customers," says Hampf. "So the brief was actually quite complex: it had to convey quality but be durable and deliver the easiest user experience possible."

The result is rolling out for all to see: a clean, futuristic design that incorporates a touchscreen and LED lights. Four hundred Ionity charging stations will be installed in Europe by the end of the year.

POSSIBLE INSIGHTS Prototyping, industrial design themes, user interaction and experiences.



The North Face Futurelight Camper

The trend towards underlining just what a future-thinking car company you are by attending the Consumer Electronics Show in Las Vegas each January began about a decade ago. But while many car companies made their point by getting senior leaders to give keynote addresses, Designworks and its clients have been displaying real concepts.

Futurelight is currently used for high-end North Face clothing and billed as the world's most advanced breathable waterproof outerwear. In other words, it can allow airflow in and out but keep water out. Designworks took the material and applied it to a camper concept, stretching the material over a dome that could provide protection in any environment – all of which were displayed in a virtual reality environment.

POSSIBLE INSIGHTS Business strategy, industrial design, virtual design techniques.



Singapore Airlines first class cabin

It makes sense that a firm rooted in a car company would know a thing or two about making luxurious cabins – especially one that owns Rolls-Royce and has been commissioned to recreate the first class experience.

The restrictions were space and brand guidelines, the solution to create a theme that delivered the comfort and warmth of a living room through the use of colours, materials and especially lighting, with an added layer of hospitality, conveyed by the wraparound arms enveloping the seat.

POSSIBLE INSIGHTS Materials and lighting in autonomous space, industrial design.



BMW Vision Ride Helmet

One of the biggest causes of motorbike accidents is a rider taking his or her eyes off the road ahead to look at various dials and displays. It therefore sounds obvious enough to incorporate car-like head-up displays into helmets.

The technical solution wasn't so simple, of course, with cost-effective car units requiring more space than is available in a crash helmet. The end solution combines the best of the now-defunct Google Glasses concept but with an emphasis on ease of use while on the move.

POSSIBLE INSIGHTS Prototyping, industrial design, user experience.

MORE POWER TO YOU

Depreciation works wonders – for the second owner, anyhow – when it comes to performance machinery.

James Disdale highlights the hardest hitters

If you were playing a game of word association, it is unlikely that the ‘supercar’ would be followed by ‘affordable’. Yet the truth is you don’t need a small fortune to fund the purchase of some exotic high-performance machine when buying used.

Take a look through the classifieds and you’ll find that there’s more choice than ever,

and many of these motors cost less to buy than a factory fresh mid-range family hatchback. The amount of bang that’s available for your buck beggars belief and, to prove the point, we’ve dug out 17 of the best examples, from traditional mid-engined missiles to superheated saloons. Plus, we’ve selected a handful of future bargains.

So go on, you know it makes sense...



PORSCHE 911 CARRERA

1997-2004 £9000-£30,000

The 996-generation Porsche 911 Carrera has to be an early contender for used performance car bargain of the decade. With prices for many now slipping below the £10,000 mark, there has never been a better time to get in on the rear-engined action.

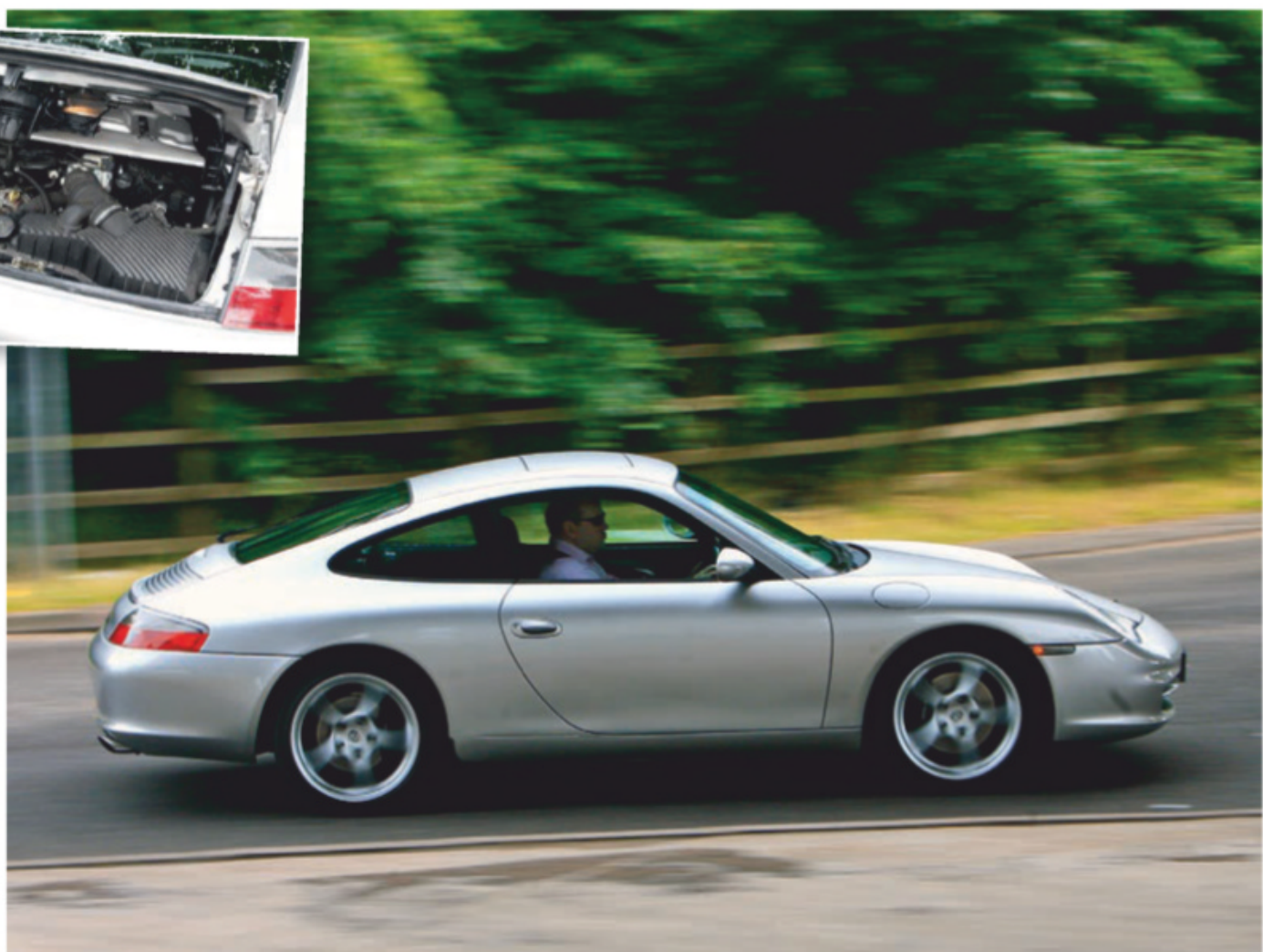
Not only is this coupé fast, huge fun to drive and surprisingly easy to live with, it also delivers a near-perfect balance of modernity and old-school 911 character.

And while some get hot under the collar about porous engine blocks and failing intermediate shaft (IMS) bearings, the cars that have got to nearly two decades old and are still running have either been repaired already or are unlikely to fail.

Either way, test drive one and you’ll fall head over heels for it, as the chatty steering and howling 296bhp 3.4-litre flat six suck you into the action.

There are plenty of examples to choose from, but a fully stamped service history is essential.

One we found A 2001 (Y-reg) Carrera with 105,000 miles, a complete service history and new set of Bridgestone tyres for just £10,995



LEXUS RC F

2014-present £25,000-£63,000

It takes just one foray to the redline to know that the Lexus RC F is rather special. Its 471bhp naturally aspirated 5.0-litre V8 is well down on power compared with its turbocharged rivals, but its rich orchestral soundtrack, 8000rpm limiter and delicious throttle response more than make up for that. It's no slouch, either, with 0-62mph done and dusted in 4.5sec, while its trick rear differential and relatively compact dimensions make it satisfying to sling through the corners. Lexus's legendary reliability and build quality are just the icing and cherry on the cake.

One we found Just 11,000 miles, a full service history and a Lexus Approved warranty, the 2016 car is £25,450



ASTON MARTIN DB9

2004-2016 £19,500-£145,000

Elegantly styled, well finished and with a clever aluminium structure, this rapid 2+2 coupé set the template for every subsequent Aston. Even today it looks the part, while its creamy smooth 450bhp 6.0-litre V12 is the embodiment of the iron fist in a velvet glove analogy. Yet it's the chassis that most

impresses, delivering an agility that eluded the DB9's lead-footed predecessors. Inside, there's a mix of modernity and traditional materials, while the low-slung seat cocoons you nicely. But the best thing about the DB9 is its sales success, because that means there are lots of good ones to be found.

One we found With just over 60,000 miles on the clock and a fully stamped Aston service history, the 2005 example looks cracking value at £23,500



BENTLEY CONTINENTAL GT

2003-2011 £14,000-£80,000

The Bentley Continental GT is a frequent inclusion in these types of buying guides, but the prices are still eye-popping. Take a gamble and you can get one on your drive for as little as £14,000, and let's not forget that this is a car with a twin-turbocharged W12 that puts you within touching distance of 200mph. It goes well at lower speeds, too, blending wafty refinement with surprising nimbleness and four-wheel-drive security. Yes, it'll devour fuel at an alarming rate, but a beautifully built Bentley should last a lifetime if looked after.

One we found Our 100,000-mile 2005 car has a full service history, and its current enthusiast owner has spent £20k on it in recent years, so it's a steal at £16k

JAGUAR XKR

2007-2014 £8000-£45,000

You need only look at the second-generation XKR's raw ingredients to know that it's a corker. Up front is a hairy-chested and bulletproof supercharged V8 that delivers 420bhp and a thumping 413lb ft to the rear wheels through a limited-slip differential. There's also lightweight aluminium construction and sophisticated independent suspension, plus it's all wrapped up in a body that still turns heads.

One we found With a service book groaning under the weight of main dealer ink, the 105,000-mile 2007 example looks cracking value at £9995



As with all Jaguars, there's a lovely balance to the ride and handling, making the XKR as happy playing the hooligan in corners as it is smothering bumps on the daily grind. Top speed is limited to 155mph, but some have the threshold raised to 174mph, so this is a very fast car. Yet it's robust, too, and there are many specialists to keep your big cat purring for less.



AUDI R8

2007-2015 £28,000-£100,000

It's difficult to believe that the original Audi R8 is more than a dozen years old now, because its jaw-dropping looks and startling performance seem as bang-up-to-date now as they did back in 2007. Audi's careful design evolution has helped that, of course, but there's simply an inherent 'rightness' about the mid-engined icon from Ingolstadt – particularly the early examples, with their 414bhp 4.2-litre V8 and open-gated six-speed manual 'box.

One we found An early 2007 V8 manual with 61,000 miles, a fully stamped history and Bang & Olufsen stereo for £29,990

The crackling, bellowing engine and the clickety-clack of each gearchange are mechanical music, while the rear-biased four-wheel drive system delivers handling that's both expressive and faithful. Yet for all its supercar glamour and thrills, the R8 is in many ways as easy to live with as an A3. It's comfortable on a long run, beautifully finished and benefits from fairly dependable mechanicals – all for less than a Ford Focus ST.



LOTUS ESPRIT

1976-2004 £19,000-£40,000

Yes, we're veering into the realms of classic cars here, but so good to drive is the beautifully balanced Esprit that we're willing to make an exception, especially at these prices. The post-Peter Stevens redesign model still looks fresh to this day, while its heavily turbocharged 215bhp 2.2-litre four-pot is right on trend in the current climate of downsizing. It shouldn't lose value, either, making your accountant as happy as you.

One we found One careful owner from new (yes, really), 43,000 on the clock and all the stamps for £19,950



WARRANTY

If you buy privately, it's well worth considering warranty cover – certainly for the first year as you get to know the car and what is and isn't likely to go wrong. There are plenty of companies out there that offer off-the-peg policies covering most electrical and mechanical maladies. These aren't always cheap, of course, but the investment will be worth it if you end up facing an expired engine or worn out transmission. As with all these things, though, make sure you read the small print to understand exactly what is covered.

SUPERCAR SLAYERS

MERCEDES-AMG C63

2008-2015 £12,000-£115,000

If the next generation of AMG creations really will be four-cylinder hybrids, it's time to buy one of the old V8s while you still can. Better still, make it the crackling and howling naturally aspirated 6.2-litre one. When squeezed under the bonnet of a W204 C-Class, it makes for arguably one of the best small sports saloons ever. Fast and with a bombastic soundtrack, it also shines in the corners, with balanced and approachable rear-drive handling that can be altered as much with your right foot as the steering wheel. And because it's a C-Class, it's spacious, comfortable and built to last.

One we found A very tidy, 75,000-mile 2008 saloon with a full Mercedes service history for just £14,750



JAGUAR XJR

2013-2019 £20,000-£52,000

There are three certainties in life: death, taxes and the vertiginous depreciation of big Jaguar saloons. But that's great news for us, because the go-faster version of the Ian Callum-penned XJ is a proper sleeper. Under the Downing Street exterior is a 542bhp supercharged 5.0-litre V8 that will propel this aluminium chassis from 0-62mph in just 4.4sec, while the combination of long wheelbase, rear-wheel drive and huge welts of torque means it's entertaining to throw through the twisties. It won't be cheap to run, but then neither is membership to a private members' club, and even the best of those don't have as inviting an interior as this Jag.

One we found A 2014 Supersport LWB with 75,000 miles and a fully documented history for £23,450

AUDI RS6

2008-2011 £15,000-£35,000

No car sticks as closely to the supercar-slaying template as the Audi RS6, and the second-generation version in particular. Matching a large executive car body with what's effectively the Lamborghini Gallardo's twin-turbo V10, this 571bhp Audi is one of the finest-ever Q-cars. Four-wheel drive and a big lump of a motor mean it's not as agile as its BMW M rivals, but it's a peerless performer for outrageous all-weather pace and genuine everyday space. The saloon may be discreet, but the estate is the ultimate all-rounder.

One we found With 65,000 miles, a host of extras and full Audi service history, the 2009 saloon looks a good'un at £16,995



PORSCHE PANAMERA TURBO

2010-2016 £24,000-£85,000

Depreciation can be a killer, and nowhere is that more obvious than in the case of the Panamera. You can now pick up the flagship Turbo version of this fast and luxurious saloon for less than a modestly specced new Ford Fiesta ST. Yet for that outlay, you get a 493bhp twin-turbocharged V8, four-wheel drive and chuck-about handling at odds with the car's not-inconsiderable size and mass. Yet it's also luxuriously appointed and almost as restful as a Mercedes S-Class on a run.

One we found A 2009 model with plenty of Porsche stamps in the book, 77,000 miles and a £24,950 asking price. That's probably not far off what it'd cost to replace the ceramic brakes...

MITSUBISHI EVO X

2008-2016 £10,000-£55,000

With Mitsubishi no longer in the WRC, the 10th Lancer Evolution never quite captured the imagination like its forebears. Yet with 296bhp and the same hyper-agile handling that marked them out, the FQ300 is equally entertaining. At its heart is the same trick rear differential, helping this four-wheel-drive saloon get from A to B at a rate that rivals teleportation. And while the dual-clutch automatic gearbox robs you of some involvement, it does make the Evo X easier to live with.

One we found A metallic red 2008 example with 66,000 miles, a full history and price tag of £12,450



FIVE FOR THE FUTURE



PORSCHE 718

The four-cylinder 718 is still contentious, so expect to see Boxster and Cayman prices slip in the coming years. And while the soundtrack is a bit karaoke, the mid-engined chassis is sublime.



MASERATI GRANTURISMO

Unlike other Italian makers, Maserati has rarely produced modern cars better than money in the bank. The recently discontinued Granturismo is a case in point. So, let somebody else take the hit and then enjoy its sublime V8 and classic looks.



HONDA NSX

Brand appeal is stronger than ever these days, so Honda's high-tech hyper-hybrid has struggled. Early examples have already shed half their value, so it won't be long before the modern NSX becomes a second-hand supercar snip.



McLAREN MP4-12C

It's getting old now, but prices for the pioneering modern McLaren road car continue to drop at a rate that would make owners of similar-age Ferrari 458s cry into their branded baseball caps. The first £30k MP4-12C is closer than you think.



ASTON MARTIN DB11

The DB11 has a lot going for it: everything except rock-solid residuals. As a result, you might soon get stunning looks and a V12 that's as potent as it is creamy smooth for a lot less than you'd expect.

NISSAN GT-R

2007-present £28,000-£175,000

More than a decade after its debut, the performance of the Nissan GT-R still has the power to shock, while the physics-taunting tricks of its sophisticated four-wheel-drive chassis continue to amaze. Happily for us, depreciation

is no respecter of talent, so it's now possible to bag a GT-R for as little as £20,000 – although you'll have to be brave. Mechanically robust and with scores of specialists, this Nissan is as much of a performance car bargain used as it is new.

One we found A comprehensively maintained 2009 model with 82,000 miles for £29,995



CHEVROLET CAMARO

2008-2015 £12,000-£115,000

Cracking value for money when new, American muscle cars are even better buys once they have a few thousand miles under their wheels. What's more, while early models that defined the breed were little more than drag strip specials, the latest exponents are far more rounded performers. Take

the previous Chevy Camaro, for instance. Thanks to its independent rear suspension and fairly quick steering, this prime slice of automotive apple pie handles with surprising nimbleness and precision. Even so, by no means has it abandoned its roots: there's a 426bhp 6.2-litre Hemi V8 under the hood.



One we found A 2012 version resplendent in yellow with black stripes, a full service history, a manual gearbox and just 31,000 miles, all for £19,995





BMW M6

2005-2010 £9000-£25,000

How about a blue-blood M car, powered by a V10 engine that has faint Formula 1 connections, for less than the price of a new Dacia Duster? The original M6 is as close as you'll get to a BMW sports car, with its blend of coupé lines, bespoke suspension and that stunning 5.0-litre motor delivering poise and power in equal measure.

Its clunky sequential manual gearbox isn't great and examples without a complete history should be swerved but, at these prices, who can say no?

One we found A 2005 car with a full BMW dealer service history to offset its 120,000 miles, plus a recent clutch replacement, for a mere £9995

PRIVATE OR DEALER?

When sinking cash into something fast and exotic, the chances of getting financially burned are greater. Not only do these types of car get driven more enthusiastically, they can be crushingly expensive when they go wrong, too. Buying from a dealer, particularly a franchised operation or marque specialist, can offset the risk, because they will be likely to back up the sale with a warranty and full service. Buying privately has its benefits, though: you should pay less for the car, plus you'll get the chance to meet the owner and work out what sort of life the car has led without being distracted by sales patter and tyre shine.



TVR CHIMAERA

1992-2003 £10,000-£30,000

There's no denying that the TVR Chimaera has aged well, with its clean lines and neatly executed interior – just check out all that solid aluminium switchgear – giving it an almost timeless quality. Driving Blackpool's finest is a different proposition, however: its combination of a brawny V8, rear-wheel drive, unassisted controls and lack of electronic driver aids instantly transports you back a few decades. It's a bicep-building physical and slightly crude device, but put the effort in and the Chimaera rewards like few others.

One we found For £14,995, a 52,000-mile example from 1997 provides a full service history and the desirable 285bhp 4.5-litre V8, plus the worthwhile power steering option

MASERATI COUPE

2002-2007 £9000-£25,000

Just the Maserati name conjures up images of exoticism, scintillating performance and knee-trembling style – and, happily, the 4200 GT delivers on all counts. At its heart is the Ferrari-sourced F136 400bhp V8 that snarls and crackles with the best of them, while its rear-wheel-drive chassis serves up surprisingly engaging and entertaining handling. The mechanicals need careful fettling and you can expect the odd big bill at major service time but, at these prices, you can put some cash aside for spannering. Take the plunge and you'll be rewarded with a sports coupé that's as charismatic as they come.

One we found With the rare and desirable manual gearbox option, just 60,000 miles and a full Maserati history, the 2003 example is cracking value at £9500



They don't make them like they used to

The Land Rover Defender has finally been reinvented for the 21st century – and so has the way it's built, discovers Rachel Burgess at JLR's new plant in Slovakia



8

Number of hours it takes to finish a Defender from painted bodyshell to final quality checks.



When production of the Defender ended in 2016, it felt like the end of an era. Never before had such an impressive send-off been organised, as the world's press gathered at Jaguar Land Rover's Solihull plant to watch the last example roll off the line after 68 years of production.

Four years later and following much hype, the all-new Defender is here, billed to be as tough as ever but with on-road comfort too. And it's being built at a new plant in another country: Slovakia.

The factory in Nitra has been up and running since October 2018, when it began building the Discovery, which also relocated from Solihull. A bit like Nitra's operations director, in fact: Russell Leslie is a friendly Brummie who moved to Slovakia after 26 years working around the world for JLR, including managing the Defender line. He explains that getting production moving at Nitra was easier than usual, because the Discovery already had an established engineering process, but now the real challenge begins: "The eyes of the world are on us. We're hugely proud to be building the Defender."

Of course, some purists cried foul that the new model isn't being built in Britain. Leslie comments: "We're on a global expansion journey. We're committed to the UK as our design and engineering base. We needed to find space in the factories in the UK for future products and therefore there was a need to move. And actually this [plant] gives us access to markets we didn't have before, and it helps with currency fluctuations."

At two million square feet, the purpose-built facility is almost twice the size of the Solihull plant and has clearly been a boon for the area; miles of perfectly smooth new roads lead here, passing a host of supplier factories. The figures back it up: local unemployment has fallen drastically. JLR employs 2800 people, more than a third of them women – unusually high for a vehicle plant. Its processes were ergonomically designed, it says, so 97% of people can do the job. →

There are 642 robots employed in the bodyshop alone



Nitra has an annual capacity of 150,000 cars; last year, around 38,000 Discoverys came off the line, plus up to 2000 Defenders. JLR won't comment on volume predictions, but the fact the site is at just a quarter of its capacity suggests there's an awful lot resting on the new Defender.

Leslie says: "We always build facilities with a three-shift capacity [there are two shifts at present]. You have to design a facility to enable a certain jobs-per-hour rate. We have what we believe we need for both today and tomorrow."

As well as the Discovery, Nitra is set up for the 90 and 110 wheelbases alone, but a family of Defenders is coming. Due in the next

few years is a Mercedes-AMG G63-rivalling luxury model, the 130. This will be crucial in creating a cost-effective and profitable model line – a feat the previous generation failed to achieve.

The Discovery and Defender run on the same line, back to back, and there's total flexibility on how many of each is built. Leslie explains: "There are nuances of the cars being slightly different. For example, we

purchase the Discovery's tailgate and make the Defender's tailgate. But in general, we drive for a standard process in order to drive efficiency on the manufacturing lines. We put the seats in both cars in the same station, for example."

This high-tech site is a world away from the line in the West Midlands, but what are the main differences in producing the old and new Defender?

"The technology is significantly different," explains Leslie. "We build both Defender and Discovery

in a bodyshop with 642 robots. I don't know how many we had in the Defender bodyshop back in the day, but it was probably single figures.

"There's a highly technical paintshop now with environmentally friendly kit and the trim hall is worlds apart from the one I used to run back in Solihull. All in all, [the old and new production lines] are almost like chalk and cheese."

Among a number of firsts for JLR in Nitra is an innovative conveyor belt, running through the bodyshop, that's most easily explained as using similar technology to a maglev train. This marks the first European use of the Kuka Pulse, which is claimed to move parts 30% faster than traditional set-ups, able as it is



Nitra is run by Birmingham boy Russell Leslie



JLR's other factories are all a fair way away...

10,000

Tons of steel make up the bodyshop building at Nitra – the same weight as the Eiffel Tower.



The new Defender's bodyshell comprises some 400 parts

to run at a hasty 3.7m per second.

The system helps to transport 400 parts that together form the shell of the car. The first major step is assembling the underbody, bodysides and roof header, creating a box that's instantly recognisable as the Defender. Bodyshop director Christian Classon says: "Everything here has to be perfect to half a millimetre of accuracy. It takes two minutes to put a bodyside together."

To achieve the required stiffness in the aluminium structure (and this Defender is claimed to comfortably be the stiffest Land Rover yet), 3600 rivets are used, plus 170 metres of glue. Classon comments: "The beauty of building an aluminium structure is that it's cleaner and quieter than welding shops. But



Nitra is able to build 150,000 Defenders and Discoverys per year



THE AUTOMOTIVE IMPACT ON SLOVAKIA

What comes to mind when Slovakia is mentioned? Maybe beer or castles, but probably not the car industry. Yet, remarkably, since 2007, this central European country has been the world's biggest producer of cars per capita. Last year, 202 cars were produced per 1000 inhabitants, with a total of 1.1 million vehicles built.

Alongside Jaguar Land Rover, other big players include Kia, the PSA Group and the Volkswagen Group, which builds the Volkswagen Up and luxury SUVs including the Audi Q7 and Porsche Cayenne there.

The car industry is estimated to generate around 275,000 jobs. In

Nitra, an area eligible for regional state aid, the unemployment rate has dropped from 11.2% in December 2015 to 2.1% in December 2019, making it the lowest in the land.

Once an agricultural country, Slovakia can now thank vehicle makers for half of its total industry.



The overwhelming majority of workers at Nitra are Slovak

riveting is very sensitive; it's not as forgiving as the welding process."

The only human-led part of the bodyshop is the cladding line, on which the doors, fenders, bonnet and boot door are applied. Finally, the car goes to be checked. "There are three stations to rectify any issues," says Classon. "In the UK, the line is much longer, so we're proud because we have to get it right first time."

Bypassing the paintshop, it's time to head to the trim and final hall – easily the largest, at 134,000 square metres. The first job here is removing the vehicle's doors so that workers can easily fit the interior. But far more mesmerising is a glass-fitting robot that lifts, glues and places a sunroof in less than a minute.

Trim and final director Ulas Bagci walks us through the major stages, including where the engine and radiator are fitted. "This is where the body finds its soul," he says.

At each of the 250 stations in his hall, there's a subtle yellow cord. Pull it once if you need help from your team leader, twice to stop the line.

"Stopping a line when you have two minutes per job is very serious," warns Bagci. But the biggest challenge of the build process, he says, is "bottlenecks in electronics because of its complexity. Everything is electronic."

Leslie concludes: "Launching a new car is always an experience. Launching it in a new country with a new team? It's a bumpy road. You learn lessons as you go. The Defender was designed and engineered in the UK, but this is the first time we've put a new car into a new factory. But we're on target; we're on the ramp-up curve exactly where we should be."

As our tour ends, hundreds of workers arrive for the shift change, fresh off seven buses paid for by JLR. There's not yet public transport to get workers to the site. Conversations are ongoing with the local council to rectify that, but having witnessed how perfectly choreographed the whole production process must be, you'd hope Slovakian public transport is more punctual than our own... **A**

Need a clutch release lever for your Vauxhall Corsa? Not a problem. There are hundreds of suppliers ready to service your enquiry and it should be with you tomorrow. Cost: about £16.

But what if you need one for your Porsche 959, an extremely rare car, parts for which you're unlikely to get online, never mind over the counter? Until a year or so ago you would have had to get one specially made at great expense but, since 2018, Porsche has been able to produce the part on demand and at reasonable cost using 3D printing and, specifically, a process called selective laser melting.

This involves spreading a shallow layer of steel filings in a sealed container. Guided by CAD data derived from scanning an existing example of the part, a laser melts the material in the desired locations before another layer is applied and the process repeated until the component is produced. Another technique, more suited to plastic components, is selective laser sintering, where the material is heated almost to melting point as a laser fuses the plastic powder at predetermined points.

Porsche uses these processes – called additive manufacturing because they involve adding layers of material – to produce around 30 parts for its older models, for which creating tooling and producing them in the conventional way would be prohibitively expensive.

Porsche isn't alone. Across the motor industry, companies large and small are using the same techniques to produce everything from prototypes or pattern parts for moulds to one-off, functioning components. They fall under the grand name of reverse engineering because they involve deconstructing a finished component to determine how to remanufacture it.

One company doing this work is A2P2, based in Nottingham. It's at the back of a busy workshop that's home to INRacing, a company specialising in the restoration, maintenance and sale of historic road and race cars and founded by a chap called Ian Nuthall.

When I visit, the workshop is filled with rare motors, including a 1959 Tec-Mec Maserati, a 1959 Lotus 15 once raced by Graham Hill, a couple of 1952 Cooper Bristols and a 1965 Autodelta Alfa Romeo GTA. A2P2 has had a hand in helping to keep them active, as I discover when I meet its founder, Alistair Pugh.

In contrast to INR's workshop with its ramps, lathes and even a huge five-axis CNC milling machine, Pugh's place is a high-tech oasis of calm. In one corner is a 3D printer, methodically layering up, in plastic, a bevel box for a pre-war, chain-driven Frazer Nash. Once completed, it will form the pattern for a sand cast moulding in metal. As it quietly goes about its



Some day my prints will come

Owners of classic cars in need of rare parts can now live happily ever after thanks to 3D printing. John Evans finds out more

PHOTOGRAPHY MAX EDLESTON

business, Pugh draws my attention to the room's other occupant: a 3D laser scanner. Looking like an angle-poise lamp but with a probe

at the end rather than a bulb, it's fixed to a sturdy metal table and connected to a laptop.

Pugh's colleague, Alberto, shows how, by painstakingly moving the probe around a component – in this case, the diff casing from a 1952 Alta GP car – he can capture and digitise its every dimension, including the internal faces of the screw bores. The result is an accurate digital representation that can be converted into a CAD file for a 3D printer or into an engineering drawing for a machine shop to follow.

“From gaskets to gearboxes: scan it, draw it, make it’, we like to say,” explains Pugh. “Laser scanning and 3D printing have so many uses, from enabling classic car owners to have a digitised record of their car from which body panels, for example, can be recreated after a crash, to producing replica parts in plastic as a pattern for a sand cast or simply to test fit and function.”

On that point, he takes the other half of the Alta's diff casing, produced earlier in plastic by the 3D printer, and inside it places the original crown wheel and pinion, and limited-slip differential so I can



Alistair Pugh (right) is the founder of A2P2

HELP FOR MORE MODERN CLASSICS, TOO

Stuck for that gearlever bellows for your E30-gen BMW? Exhausted eBay in your search for a sun visor fixing for your 1985 Audi Coupé? Combed the planet for engine cover clips for your Renault Clio Williams?

You need GRYP. The Bordeaux-based firm, founded by three young engineers only a couple of years ago, specialises in the 3D printing of obscure or simply impossible-to-find parts for old and, crucially, modern-day classic cars. The parts it prints include fasteners, covers, logos, bumper corners and engine cable passes. It can print more complex parts, too, such as the mechanism for the cabin ventilation system

in an Aston Martin V8 Vantage.

"We have done parts for cars from 1929 to 2000 but we do more for the younger ones because those cars were made using more plastic," says Bastien Vanlathem, a co-founder.

"For older cars, we can create parts in composite materials, including carbonfibre, that are more resistant than aluminium.

"We need an original part, complete or broken, to scan. At the same time, we may correct weaknesses in the design and perhaps print it in a tougher material. Our goal is that all collectors can find the parts they need for their special car."

Visit gryp-3d.com to learn more.



Scanning captures data that must be interpreted wisely



From handles to whole doors, all is feasible



A2P2 is reviving a rare coupé from scratch

“In one corner is a 3D printer, layering up a bevel box for a Frazer Nash”

see how they fit snugly into their respective places.

But should it all look like just moving a probe and clicking a mouse, Pugh is quick to point out that interpreting the data and knowing what is possible from a manufacturing perspective are crucial. The former graduate engineer speaks from experience, having started out spannering for Nuthall before moving into contract work with Ford, Aston Martin and Jaguar. In fact, it was Nuthall who lent Pugh the £125,000 necessary to buy his first scanner.

He's now on his fourth and, using



Accuracy of printed parts is checked in situ

it in conjunction with his 3D printer, Pugh has produced a huge variety of components, including a modified and strengthened sump with anti-surge baffles for a Renault 5 Turbo, a bell housing and diff casing for a Volvo 242 GT and even door handles for an E30-era BMW M3. However, one of his proudest achievements is

producing a digitised version of a very rare pre-war coupé – with only a saloon version and photographs to go on.

He says: "With no existing model available, we had to scan the saloon's chassis, steering wheel, back axle and engine to establish the coupé's hard points and the locations of its major mechanicals. Then we placed a scale archive image of the coupé behind the resulting CAD drawing as a guide to the body's angles and curves. This part was all done by eye. Having established the body's shape, we created a one-eighth-scale buck in the 3D printer. This we

used to give us the dimensions for the car's ash body frame."

And here before me in the workshop is that partly assembled frame in actual size, looking for all the world like a particularly complicated piece of self-assembly furniture. It's an inspiring story of how a long-lost car has been brought back to life by modern technology. But as I make my way out of Pugh's high-tech workspace and past the assorted historic road and race cars in INR's workshop, it's obvious that it's not the only example of modern technology coming to the rescue of old and not so old motors. **A**

YOUR VIEWS

WRITE TO
autocar@haymarket.com

Old habits die hard

The latest developments in the Griffith story (News, 22 January) are a good sign that this car will be a proper TVR. Real TVR enthusiasts don't want predictability or reliability. They want uncertainty. Will it start? Will it catch fire? Will it even be built in the first place? Pure nostalgia. I see a bright future.

Androo

Via autocar.co.uk

What's the problem?

Never once in 25 years have I found myself concerned about a sexist sentiment or connotation in anything that Steve Cropley has written, so I read Lee Williams' letter (22 January) with the resigned sigh of someone fed up of hearing accusations of discrimination where no discrimination exists.

What upset me more, though, was the pathetically weak response that Steve penned. Don't give into this bullying, Steve. You know full well that if one of your Stars of the Year had been a woman, you would have named her regardless of gender. The automotive industry remains male-dominated, but that's not down to you. We must stand up to this before our right to free expression is eradicated. 'Woke' virtue signalling is not why I read a motoring magazine's letters page.

Matthew Lobley

Leeds

Pass the pain

A cynical person may suspect that the recent £2100 price hike of the reintroduced Volkswagen Up GTI (News, 15 January) is basically what the EU emissions fine will amount to simply added onto the list price. I'm sure Autocar's experts will have the exact figure to hand...

Jeff Douglas

Newcastle upon Tyne

While we can't comment on why the price for what is ostensibly an unchanged car has been increased significantly, we do know that Brussels will fine Volkswagen €2200 (currently around £1855) per Up GTI sold – KC



Up GTI is up in price – but why exactly?

LETTER OF THE WEEK



Let me share some Insight

Your report (News, 8 January) on the looming crisis over CO₂ fines to be levied on vehicle manufacturers for failure to meet the 95g/km target made me think: why and how are we in this position? This is certainly not a problem that's hard to solve with affordable technology. Unfortunately, it's cultural and therefore marketing and consumer driven. Our comparative wealth enables us to afford ever bigger, faster, heavier and more excessively complex cars, yet we have less space and energy resources to drive this excess.

The manufacturers embrace this because big equals expensive and therefore profitable, so the spiral of excess continues. This culture is highlighted by the endless announcement of 1000bhp hypercars. I love cars but, sorry, these are just boring and completely irrelevant. Small cars and city cars can be really great, yet the culture is crushing them. My car is 20 years old. It's lightweight yet big enough, aerodynamic, a lean-burning three-cylinder hybrid, quick and nimble. It gets driven hard yet still averages 60-70mpg and emits just 85g/km of CO₂. Factor in 20 years of progress and add in alternative fuels, such as clean gas, and where would that get us?

Society needs to take responsibility and use our valuable energy much more efficiently. My car is a brilliant Mk1 Honda Insight with a CVT that optimises torque delivery – and it's absolutely still the future!

Paul Andrews

Cockerham, Lancashire

Not such a classic

Have you ever inherited an antique car? I have, and for the life of me I don't know what to do with it. Sitting in my parents' garage is a 1983 Datsun/Nissan Stanza. Prior to this, it sat across the block in my grandparents' garage. Good shape? Sure. Medium mileage, I'd say – 40,000 to 60,000, taking a guess. I've reached out to a Nissan enthusiast forum asking how to assess its value but had no responses. Not even a hint of a question suggesting someone might care about this car.

I couldn't think where else to turn, so I stopped looking. I went to a local car show in upstate New York and discovered our car was the only Nissan entered. We were filed into the 'foreign other' category, ending up among some Porsches, Ferraris, a Mazda MX-5 Miata, a Toyota etc. I tried to sell it there and got a few nibbles, but no one ever called.

So, is the car rare? Maybe. Probably not in Japan or on some island where these cars got ferried after their standard lives ended. I've not seen another – not that I've

WIN

Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48



MG is British by name but not by nature

gone looking too hard. So, what do I do with it? How do I find a collector of average Japanese vehicles? Does anybody have any advice on this at all? I want to unload it on someone who'll love the damn thing like it was his or her baby from the jump; my grandparents did and my parents did, because it was something for my mum to remember her folks by.

Joe Prout

New York, US

You're half right

In reply to Julian Booth's letter about the Volkswagen Grand California camper van (22 January), the side door is on the offside because moving it over would involve designing and manufacturing a reversed interior; the Transporter van already has a right-hand-drive cockpit designed for our market and others. But yes, having an offside door would be a pain when stopping on a road.

Marc Harding

Beckenham, Greater London

Made in China

Your article on how MG is driving its way back to the big time (15 January) made for some interesting reading and, as an ex-employee, I'm very pleased the company's success is growing. However, I was surprised to read that there are hundreds of engineers at Longbridge shaping

Will the new TVR Griffith ever come to fruition?



the inner workings of future MG and SAIC products. Sadly, this is no longer the case. The vast majority of designers and vehicle and powertrain engineers based there had their jobs terminated last year. I think it would be unfair to suggest to readers and potential customers that engineering in the UK has played a significant part in the MG products due to arrive over the next few years, because this simply isn't true. Having been an engineer there for 14 years, the few staff remaining from when I left last year are homologation and localisation engineers who tweak the cars to make them fit the UK market.

To the best of my knowledge, the ground-up engineering is now done in China. I'm not saying the engineering from China is inferior in any form whatsoever; in fact, from working with the guys there over the years, I know they're extremely talented. But you should be clear that core engineering from the UK to shape MG's development has gone.

Ex-SAIC employee

Via email

The undertaker

With all this discussion about smart motorways and the associated danger of no hard shoulder, coupled with middle- and outer-lane hogs, why not allow undertaking? It would dramatically increase capacity at effectively no cost and wouldn't be dangerous if drivers became aware of their surroundings (not easy with some, I know). It works in the US, so why not here? Start with the M25 and see how it goes.

Peter Ratcliff

Leatherhead, Surrey

Four no more

When calling to query the availability of the new six-cylinder Cayman GTS, my local dealer told me there's no more allocation of four-cylinder 718s for 2020. They said with the coming of the Taycan, Porsche has less need for the low-emissions benefit of the four-cylinder engine but wouldn't confirm if it's being axed. Obviously, the £65,000 GTS becoming the base model would have many implications on a potential purchase.

David Boshell

Via email



GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 12 FEBRUARY



SPECIAL FEATURE

Top 50 cars to drive before you die

Andrew Frankel runs down the automotive industry's greatest icons and drives the number one for himself



BUYING GUIDE

How to buy an EV

Want to go electric? Here's how to make the switch



DRIVEN

New Jaguar F-Type

Jag has made a series of changes to its sports car. We're first to try it

EVERY WEEK

USED BUYING GUIDE



Triumph Stag

How to buy that great British sports car you've always promised yourself

ROAD TEST



Mercedes-Benz GLS

Is the biggest car that Mercedes makes simply too much for UK roads?

FIRST DRIVE



Porsche Macan GTS

An even sportier version of our favourite sporty SUV arrives

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OUR CARS

FEATURED THIS WEEK



BMW 330e



FORD RANGER RAPTOR



MERCEDES-BENZ E300de



MG ZS EV



SKODA SUPERB



SUZUKI JIMNY



BMW 330e

Can a plug-in hybrid 3 Series be as easy to live with as the 320d? Let's find out

FIRST REPORT

WHY WE'RE RUNNING IT

Plug-in 330e will overtake 320d as the biggest-selling 3 Series. We'll find out if it can match the diesel's all-round appeal

The BMW 330e comes with a lot of interesting numbers. There are the impressive performance figures (288bhp, 0-62mph in 5.9sec). Plus there are the official economy and CO₂ figures (176.6mpg, 36g/km). Those then feed into the 330e's real trump card – and its imminent crowning as the best-selling 3 Series in the range: its impending benefit-in-kind (BIK) tax rate of just 10%.

Put another way, come April it will cost a company car driver in tax around one third that of the currently best-selling 3 Series, the 320d, which, says BMW UK, the 330e will quickly usurp in sales. And all that for a car

that's significantly more powerful and which can travel on electric power alone for around 35 miles.

While talk of tax bands and BIK rates is not typical Autocar fare, from April it's about to become increasingly significant as the government launches new company car tax rules unashamedly designed to increase the sales of electric cars and plug-in hybrids.

Car makers also need to sell ever-increasing numbers of these models to lower their fleet CO₂ averages and avoid fines for being over the industry-wide 95g/km fleet average target. Electric cars and sub-50g/km plug-in hybrids bring a double-whammy benefit of lowering fleet CO₂ figures and qualifying for 'super credits' that in effect count as two sales in one, in turn allowing BMW to continue making higher-polluting cars such as the M3 without penalty.

Last year some 60% of new

cars sold in the UK were to fleets, compared with 48% in 2010, with private car sales dropping from 47% market share to 37% in the same period. Those numbers were mirrored across the 3 Series range, according to BMW UK's 3 Series product manager James Thompson, further highlighting the 330e's importance to the German brand. Some 35,000 3 Series will find homes this year, around 10,000 of which will be 330es, and 95% of those 10,000 will go to company car buyers.

If your 330e arrives before the new tax year, you'll pay either 8% or 12% BIK, depending on with which emissions standard the Treasury wants to correlate the CO₂ figure. (You expected the motoring taxation policy to be clearly laid out by now?) Anyway, from 6 April it will be 10% for the plug-in BMW and 0% for pure EVs. Order one now and it won't be

with you before July anyway, so that 10% figure is the most relevant.

This whole topic is one we'll look at in our news analysis pages in detail in the coming weeks before the tax changes kick in, but take away this for now: company car buyers will be able to save serious money by switching to EVs and plug-in hybrids.

And perhaps the best of the plug-in hybrid breed right now is this 330e. It aims to be the 3 Series without compromise, keeping the sporting appeal for which the saloon has always been known but with some attractive cost and economy benefits.

The 330e uses a 181bhp 2.0-litre petrol engine familiar from elsewhere in the 3 Series range. Mounted within its eight-speed automatic gearbox is a 67bhp electric motor (its output increases to 111bhp with an 'Xtraboost' function in Sport mode) that powers a 12kWh lithium ion battery. That battery lives under



The switch between petrol and electric is said to be seamless

“
M Sport trim brings the usual array of visual and dynamic sporting upgrades
”



The car can decide on its power source but there's a lot to learn



3 Series product manager Thompson (right) introduces Tisshaw to the 330e

source it should draw power – there are several other driving modes and many more functions to explore, all of which we'll look at in the months ahead.

While the powertrain may not be as familiar, the specification of our 330e is. M Sport remains a popular trim level for the 3 Series, and it is offered on the 330e alongside entry-level SE and Sport. On top of the M Sport

trim, which brings with it the usual array of visual and dynamic sporting upgrades, we have an optional M Sport Plus package that brings bigger 19in alloys, beefier brakes, variable sport steering and, intriguingly, adaptive dampers. This is the first time adaptive dampers have been included in a package – despite typically receiving rave reviews in the media, uptake from buyers had been less than 10%.

It's rare for long-term reports like this to offer conclusions so early on, but it's worth pointing out now that the 330e will not be suitable for all 3 Series buyers, specifically private buyers who won't enjoy the tax benefits of company car buyers. For them, offsetting the 330e's list

price against the potential money saved in fuel will be negligible, unless nearly all journeys are within the 35-mile electric-only range, at which point you may as well just buy a Tesla Model 3 for very similar money – or a BMW M340i, as Thompson says many private buyers are doing.

Not only is this our first long-term test of a hybrid 3 Series but it is also our first extended taste of a 3 Series in this G20 generation, which has already earned a five-star road test rating in 320d form. Finding out how much of that magic remains in this 330e will make for a fascinating few months to come.

MARK TISSHAW

TEST DATA

BMW 330e M SPORT

Price new £39,860 Price as tested

£49,300 Options M Sport Plus package £2200, Technology package £1900, Premium package £1700, Visibility package £1500, Comfort package £990, Aluminium mesh effect interior trim £650, Vernasca leather seats £500 Economy 58.1mpg Faults None Expenses None

the rear seats, with the fuel tank moving to the boot. The 40-litre fuel tank is 20 litres smaller than that of the non-hybrid 3 Series but results in the 330e's one key compromise:

SECOND OPINION



The 330e has been a favourite of mine since I drove a skinny-tyred Sport-trim version of the last generation. The G20 is quicker and does 20 urban miles on its battery without trying too hard. But, as with so many more modestly powered cars, smaller wheels and less grip makes for more driver appeal. **MS**

a 105-litre cut in boot capacity.

The 330e is rear-wheel drive for now; xDrive four-wheel drive comes later this year, when a Touring version will also be introduced. Being rear-wheel drive with a fully integrated electric drive unit means the BMW system is claimed to be seamless in its operation in shifting between electric and petrol power, or a combination of both, as the electric motor sits on the flywheel and isn't powering an entirely different axle, as is the case with some hybrid systems.

While driving this plug-in BMW is a straightforward process – it can be left in a simple Hybrid setting to leave the car to best decide from which

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FORD RANGER RAPTOR

We release our two very different long-term off-roaders into the wild

MILEAGE 14,200

WHY WE'RE RUNNING IT

To discover if it's as capable as we think it is – or if it's just silly

How do you off-road? That's a question we wanted answering on video recently, and when you ask a question like that in this office, there's only one choice of hardware to help find the answer, and it's called the Ford Ranger Raptor. Kinda. We also took a Suzuki Jimny along. But the Raptor is the Raptor.

So we rocked up (no pun intended) to our favourite disused quarry, near Corby, to answer the question, if not quite comprehensively then at least as a good beginner's guide.

What makes the Raptor easy to go off-roading in is that it's hard to get into trouble. It has huge ground clearance, a terrific approach angle and wade depth, good axle articulation and a locking rear differential. Add a set of BF Goodrich



BF Goodrich KO2 tyres granted us safe passage through the muddy quarry

KO2 tyres, which, I'm told, are considered some of the most senior boots you can buy for an off-roader and you have a 4x4 that is, if not second to none, then only second or third to one or two standard off-roaders in the world.

One of those isn't the Jimny, although there are places the little Suzuki will go that the Raptor won't – because there are places it'll fit that the Ranger won't. That's the thing about making a rugged pick-up into a trail-pummelling off-roader: it's still a 5.5m-long pick-up with a vast turning circle. I suppose you can push most obstacles out of the way, but there are still gaps or tight turns through which a Jimny will scabble and the Raptor can't bludgeon.

But the Ranger is the more serious piece of kit – though I gave myself a fright fording a pool that turned



out to be deeper than I remembered, and which would probably have submerged the Jimny up to its roof.

When it came to getting one of them stuck and tasking the other one with towing it out for visuals, there was only one choice. Though the Suzuki really, really didn't want to be stuck itself. What a tremendous giggle. The nice thing about the Raptor, of course, is that it's respectably refined on the way home, too, which can't be said for the Jimny.

Otherwise, life with the Raptor continues largely without drama. I say largely. The heated seat setting number three is too hot and number two is not warm enough. Setting one is good for no bum. But as drama goes, that's about the end of it.

It's also a car that's largely without peer. Although recently I did drive a Jeep Gladiator (Autocar, 15 January),

a longer, pick-up version of the Jeep Wrangler that seems out to remove the Raptor's market uniqueness. Or maybe the Raptor is out to eliminate the Gladiator's? I'm not sure.

Anyway, like the Raptor it can hold a little over 600kg in its load bed (class norm for mid-size pick-ups is 3500kg) and can tow around 2.7 tonnes (class norm is 3.5 tonnes). Both specifications are spookily similar to the Ford's, and it seems to have arrived in some markets at more or less the same time. It's almost as if two massive US car companies with headquarters in the same town might have an idea of what the other is up to.

I loved the Gladiator and I love the Raptor, because both appeal to my sense of ridiculousness, even though I live in the wrong country to get the most out of either of them: my home county has so few open byways that it would be all but impossible to get into the Ranger's clever Fox dampers' zone of operation. But still. I'm living in hope that Jeep will confirm Gladiator sales for the UK, so we can revisit our quarry and settle the argument.

MATT PRIOR

TEST DATA

FORD RANGER RAPTOR

Price £47,874 **Price as tested** £48,474

Faults Fuel filler nozzle disassembly **Expenses** None **Economy** 27.1mpg **Last seen** 22.1.20

LOVE IT

NODS TO MUSTANG

The heated seat lights look like the tail-lights of a Mustang. Not sure if it's intentional, but it's quite cool.

LOATHE IT

CRUMMY CAMERA

The rear-view camera stays clean all day off-road, but a single journey on the road obscures it entirely.

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T26 ABE	£450	P121 AMS	£550	K20 BUG	£650
I83 ABK	£650	L21 AMT	£450	G12 BUK	£550
G19 ABY	£750	P25 AMW	£1400	M29 BUK	£550
R23 ABY	£450	L31 AMY	£1400	R21 BUL	£650
L27 ABY	£650	L121 AMY	£1200	M27 BUL	£550
L29 ABY	£550	P27 ANA	£950	R27 BUR	£550
3044 AC	£2300	L23 AND	£550	L28 BUR	£550
4683 AC	£2200	L25 AND	£750	M5 BUS	£950
M16 ACC	£450	VIII AND	£1300	R21 BUS	£550
C18 ACE	£850	L26 ANG	£950	R23 BUT	£550
M21 ACE	£950	L31 ANG	£1200	M24 BUT	£550
M24 ACE	£750	ANN 6A	£5100	1985 CA	£2300
M21 ACH	£450	P15 ANN	£1300	CAB 23W	£650
P24 ACH	£450	L21 ANN	£1900	765 CAB	£1900
P21 ACK	£450	R21 ANN	£1700	N24 CAF	£550
R25 ACK	£550	E109 ANN	£550	B11 CAG	£550
N31 ACK	£450	E753 ANN	£450	L21 CAH	£550
N21 ACT	£550	G15 ANS	£550	Y26 CAL	£550
P10 ACT	£450	M24 ANS	£550	L123 CAL	£650
M24 ACT	£550	P27 ANS	£450	S19 CAN	£550
R44 ACT	£450	M6 APM	£750	M26 CAN	£650
R21 ACY	£450	M21 ARA	£650	R23 CAP	£550
M24 ACY	£850	L24 ARA	£1100	L29 CAP	£550
L26 ACY	£650	L121 ARA	£850	B80 CAR	£750
M27 ACY	£750	M23 ARB	£550	M21 CAS	£850
8783 AD	£1700	P28 ARB	£550	L26 CAS	£1100
R21 ADD	£450	M24 ARD	£550	M31 CAS	£750
M23 ADD	£450	L21 ARK	£550	R45 CAS	£550
N29 ADD	£450	R21 ARK	£550	P23 CAT	£1100
L40 ADD	£550	P25 ARL	£550	D24 CAT	£1200
K90 ADD	£450	L27 ARM	£750	M28 CAT	£1100
L121 ADM	£550	L31 ARM	£650	M29 CAT	£950
L21 ADY	£850	M31 ARM	£650	T123 CAT	£750
P21 ADY	£650	T68 ARM	£550	M21 CAW	£550
M24 ADY	£750	C9 ARN	£1100	M21 CCH	£550
S3 AFC	£750	L21 ARN	£550	501 CCJ	£1100
APP 206	£1700	R23 ARN	£550	BI CDJ	£650
M24 AGS	£450	M26 ARN	£550	M21 CEL	£550
M28 AGS	£450	P21 ART	£550	N21 CER	£550
M21 AGY	£450	R21 ART	£650	M28 CER	£650
L24 AJB	£750	M25 ART	£650	L24 CES	£650
T59 AJB	£650	H888 ART	£650	M24 CES	£550
P555 AJB	£550	L10 ARY	£750	L28 CES	£550
L123 AJC	£550	E14 ARY	£650	M29 CEY	£550
V321 AJC	£450	R21 ARY	£550	M23 CFC	£550
L23 AJD	£450	M23 ARY	£750	N3 CHA	£850
P21 AJD	£550	L8 ASD	£750	M24 CHA	£550
P24 AJH	£450	A20 ASE	£550	E10 CHR	£650
M27 AJH	£850	L21 ASE	£550	L25 CHR	£550
N121 AJH	£650	L26 ASH	£1300	S87 CHR	£550
K888 AJH	£750	L27 ASH	£1200	Q16 246	£450
M23 AJL	£550	R26 ASK	£650	M24 CJB	£650
S222 AJL	£450	M21 ATH	£550	L121 CJB	£550
L27 AJM	£650	L23 ATS	£550	L23 CJH	£550
L28 AJM	£550	N28 ATT	£550	L321 CJM	£550
L121 AJM	£450	P11 ATY	£1500	L26 CJP	£550
M321 AJM	£550	D5 AUG	£550	L25 CJR	£550
P9 AJN	£550	L31 AVY	£650	L27 CJS	£650
M23 AJP	£550	N21 BAD	£550	L321 CJW	£650
M123 AJT	£550	M26 BAD	£550	P23 CLA	£550
M24 AJW	£650	P23 BAK	£550	N7 CLK	£750
M123 AJW	£550	P23 BAL	£550	L28 CLO	£550
P21 AKE	£550	M28 BAL	£550	P23 CLR	£550
R90 AKE	£450	L28 BAM	£550	N24 CLS	£550
L23 AKS	£450	L27 BAN	£550	N121 CLS	£550
J888 AKY	£950	M26 BAR	£650	725 CLX	£550
P24 ALA	£450	L28 BAR	£550	P23 CMB	£550
N23 ALB	£550	R35 BAR	£650	A12 CMH	£550
L123 ALB	£450	M29 BAS	£650	P1 CMW	£550
G16 ALC	£450	T30 BAS	£550	L21 COB	£550
L31 ALD	£450	C20 BAT	£550	M21 COB	£650
L21 ALE	£550	H4 BAX	£750	P23 COB	£550
N24 ALE	£450	M8 BAX	£750	N23 COB	£550
P26 ALE	£450	P21 BAX	£550	P23 COB	£550
R28 ALE	£450	N21 BBS	£550	R23 COB	£650
G777 ALF	£650	T12 BBY	£750	G18 COE	£550
P27 ALG	£450	P27 BBY	£650	P27 COE	£550
P23 ALL	£450	N28 BBY	£550	R31 COE	£650
R24 ALL	£550	L26 BEC	£750	N21 COL	£1400
N27 ALL	£450	L27 BEC	£650	N23 COL	£1200
L31 ALL	£550	E20 BEE	£550	L96 COL	£1100
L121 ALL	£450	R29 BEE	£550	L21 COM	£750
P24 ALM	£450	L31 BEE	£550	M21 COM	£950
L27 ALM	£450	BEK 2A	£1900	M24 COM	£850
M29 ALM	£450	BEK 4A	£2400	M121 COM	£550
L29 ALN	£550	L24 BEK	£550	M321 COM	£650
L25 ALP	£450	M24 BEK	£650	R122 CON	£550
R29 ALP	£450	N30 BEK	£550	N3 COP	£750
L21 ALS	£650	M23 BEL	£750	G16 COP	£550
M23 ALS	£550	N121 BEL	£550	N21 COR	£550
M25 ALS	£450	N27 BEN	£1500	R21 COR	£550
L121 ALX	£650	P27 BEN	£1300	L21 COS	£650
P20 ALX	£550	L21 BER	£550	M21 COS	£750
F19 ALY	£750	BER 29G	£650	P23 COS	£550
L25 ALY	£650	P23 BET	£650	N26 COS	£650
S90 ALY	£850	R25 BET	£550	M28 COS	£650
P21 AMA	£550	L31 BET	£750	N31 COS	£850
N25 AMA	£450	R20 BEV	£1100	N121 COS	£750
L31 AMA	£950	P23 BEV	£950	N123 COS	£650
M31 AMA	£450	BEZ 727	£450	P21 COT	£550
P444 AMB	£450	600 BJ	£3500	R18 COW	£550
N13 AMC	£550	L29 BJC	£550	M31 COW	£550
L31 AMC	£650	884 BJF	£950	K3 COX	£650
L123 AMC	£550	BL 632	£3500	B555 COX	£550
L21 AMD	£550	P21 BLU	£550	B11 CRA	£550
L31 AMD	£450	R29 BLU	£550	S28 CRA	£550
M21 AME	£550	P26 BMC	£550	L26 CRO	£550
P21 AMF	£550	43 BO	£4200	N23 CRS	£550
L21 AMF	£450	5555 BO	£2500	CSU 943	£750
L31 AMF	£450	P21 BOB	£1200	M28 CUR	£550
G12 AMG	£1100	P77 BOB	£1100	1953 CW	£2700
L21 AMG	£950	H9 BON	£950	M24 DAB	£550
P28 AMG	£850	L21 BON	£650	K5 DAF	£750
S30 AMG	£1100	P21 BON	£550	M26 DAG	£550
L31 AMH	£450	L23 BON	£550	L24 DAH	£550
M40 AMH	£550	L31 BON	£850	S17 DAL	£650
L31 AMH	£450	L21 BOO	£550	L321 DAN	£1300
K2 AML	£1200	M26 BOS	£550	K11 DAP	£550
P23 AML	£550	L25 BOW	£550	M23 DAR	£550
P24 AML	£450	P28 BOW	£550	DAR 55L	£1300
L31 AML	£650	P23 BOX	£550	R21 DAS	£550
K12 AML	£450	S26 BOX	£750	P23 DAS	£550
R24 AMM	£450	L28 BOY	£550	L29 DAS	£650
L26 AMM	£650	M31 DAS	£650	N31 DAS	£650
R21 AMP	£550	N4 DAT	£1900	OJ04 DAV	£550
M23 AMP	£550	M27 BRY	£1100	M45 DAV	£550
L123 AMP	£450	C4 DUD	£950	J51 DAV	£950
R321 AMP	£450	W9 BUD	£850	M777 DAV	£650

L27 DAW	£550	K7 EGG	£850	GEZ 474	£450	Y5 JBW	£650	N555 KEN	£850	P24 LMR	£550	L31 MES	£650	P21 NEV	£550
L31 DAW	£650	R29 EGG	£550	M28 GGS	£750	P24 JCB	£550	L28 KER	£650	L21 LOC	£650	M31 MES	£550	M29 NEV	£550
N21 DAY	£550	L31 EGH	£1900	M23 GGY	£550	P29 JCH	£550	M90 KER	£550	M21 LOG	£550	B13 MET	£550	M21 NEW	£550
4830 DD	£1500	L123 EGH	£550	M26 GGY	£650	P23 JCK	£550	G14 KES	£750	L21 LOL	£650	N27 MET	£550	R24 NEW	£550
L21 DDS	£650	E1 IO08	£1900	GIL 7688	£750	N21 JCS	£550	L21 KES	£650	R321 MET	£550	NEZ IG1	£450	N24 NEV	£550
L28 DDS	£550	58 EK	£4500	888 GJ	£3400	P23 JCW	£550	N21 KES	£550	M25 LON	£550	V70 MJC	£750	L24 NGE	£550
L28 DDY	£650	B4 EKS	£1900	C11 GJB	£550	M123 JDB	£550	KES 444A	£850	M21 LOO	£550	L121 MJC	£650	NIL 636	£450
N29 DDY	£550	T8 EKS	£650	M26 GMC	£550	L29 JDH	£550	M23 KEV	£950	630 LOO	£950	N24 MJD	£550	I955 NJ	£1800
M121 DDY	£550	2581 EL	£650	R23 GOR	£550	M21 JDS	£550	L31 KEY	£650	N21 LOR	£550	N1 MJE	£750	A27 NJS	£550
P19 DEB	£1500	R28 ELA	£550	A16 GRA	£750	P24 JDW	£550	KEZ 3133	£550	R21 LOR	£650	L21 MJG	£550	N23 NNA	£550
L123 DEC	£550	L29 ELA	£550	J60 GRA	£850	P21 JED	£550	N23 KJB	£550	L24 LOR	£650	L91 MJH	£850	L28 NNA	£650
S321 DEC	£650	L21 ELE	£650	N121 GRA	£550	M23 JED	£550	P24 KJS	£550	L27 LOR	£750	D20 MJL	£550	T71 NNA	£1500
A8 DEE	£1700	N21 ELE	£650	GUM IY	£3500	R23 JED	£550	L24 KMC	£550	J3 LOS	£1100	L321 MJM	£550	L21 NNS	£550
L9 DEE	£1600	N27 ELE	£550	T60 GUS	£550	L27 JEF	£550	6931 KO	£750	L21 LOS	£650	L23 MJP	£550	PE07 NNY	£950
D10 DEE	£1600	M28 ELE	£550	G16 GUY	£1200	P21 JEF	£550	6588 KR	£1200	M21 LOS	£750	L24 MJR	£550	M21 NNY	£1400
L21 DEE	£1500	B6 ELL	£2300	T13 GUY	£750	J77 JEF	£750	CI KSW	£950	L31 LOS	£550	N321 MJS	£550	L28 NNY	£550
M21 DEE	£1500	L25 ELL	£750	Y900 GUY	£550	A92 JEF	£650	S28 KUP	£450	L21 LOT	£550	L24 MJT	£550	M31 NNY	£1300
N21 DEE	£1400	N25 ELL	£550	GYL 8S	£1600	L29 JEM	£650	3547 KX	£450	M24 LOU	£1300	L27 MJW	£750	MI23 NNY	£650
P21 DEE	£1500	L27 ELL	£650	M21 HAD	£550	M121 JEM	£550	L23 KYL	£550	M21 LOV	£550	MJZ 363	£450	L21 NOR	£650
M23 DEE	£1400	N28 ELL	£650	HAG HT	£550	N27 JEN	£1600	L26 KYL	£550	J1 MKB	£1100	M121 NOR	£550	L21 NOR	£650
M24 DEE	£1300	M321 ELL	£550	R21 HAL	£550	L9 JEP	£850	N21 KYM	£750	L24 LOW	£550	X7 MKS	£550	M24 NOR	£650
E15 DEK	£550	L27 ELM	£550	M29 HAL	£550	R29 JEP	£550	P21 KYM	£550	R25 LOW	£550	P41 MLA	£1900	L28 NOR	£550
L21 DEL	£950	M21 ELS	£650	L21 HAM	£550	P2 JER	£850	L21 LAB	£650	R38 LPH	£1100	G7 MLL	£550	L21 NOX	£650
N24 DEL	£650	M23 ELS	£550	M23 HAM	£550	R6 JER	£950	R26 LAB	£550	P21 LSA	£550	L21 MMA	£650	L23 NOX	£1200
M29 DEL	£850	N23 ELS	£550	J004 HAN	£550	M21 JER	£550	L27 LAB	£550	M321 LSA	£650	M24 MMA	£550	A4 NPM	£550
L31 DEL	£750	L25 ELS	£750	HAP 45	£1500	P25 JES	£850	LAC 7Y	£4100	L21 LSY	£650	P21 MMC	£550	M29 OAK	£550
M055 DEL	£550	L26 ELS	£650	R15 HAR	£550	C77 JES	£950	S10 LAC	£650	L24 LUK	£650	L21 MMM	£550	A5 OAT	£950
M23 DEM	£650	M26 ELS	£650	L25 HAR	£850	JIL 2456	£450	L29 LAC	£550	A27 LUK	£550	P21 MMM	£550	OIL 4070	£550
L27 DEM	£550	M29 ELS	£550	N28 HAR	£750	JIL 9333	£550	L21 LAD	£650	L23 LUK	£550	M23 MMM	£550	T2 OLY	£1500
DEN 14	£4700	M25 ELY	£550	R25 HAS	£550	M29 JJB	£550	L24 LAD	£550	L31 LYD	£650	L24 MMA	£550	D9 OLY	£1400
L21 DEN	£1500	L24 EMA	£850	L26 HAS	£550	L29 JJS	£550	R25 LAD	£550	L23 LYN	£1200	L21 MMO	£650	N24 OLY	£550
M23 DEN	£950	M24 EMA	£750	M24 HAW	£550	A14 KO	£850	W5 LAH	£750	L24 LYN	£1400	L81 MMS	£650	P4 ONA	£550
P24 DEN	£1100	M26 EMA	£650	L21 HAY	£750	L321 JLB	£550	L28 LAH	£550	L31 LYN	£1400	M21 MMS	£650	L21 ORD	£950
A77 DEN	£1700	F576 EMA	£550	M21 HAY	£650	M29 JLC	£550	LAM IY	£3900	LYN 65D	£1500	M24 MMY	£650	A22 ORD	£550
S123 DEN	£850	EMM 3Y	£550	HAZ 4339	£450	L88 JLC	£550	LAM 6Y	£3400	L31 EYS	£750	T774 MMY	£650	599 OS	£2800
M21 DER	£550	M123 EMM	£650	735 HBF	£750	L23 JLM	£550	L21 LAM	£750	L21 LYY	£550	917 MNO	£550	L21 OTT	£650
L29 DER	£550	I10 ER	£4300	G17 HED	£650	P21 JLS	£550	M21 LAM	£750	N321 MAB	£550	F4 MOB	£550	L21 OUD	£650
DES 2M	£1800	M7 ERL	£550	R27 HED	£550	L29 JLW	£550	L26 LAM	£650	MAC I3Y	£2900	M24 MOD	£550	L21 OUS	£750
P700 DES	£650	N4 ERN	£750	P21 HEL	£650	L26 JMB	£650	R21 LAN	£550	M23 MAC	£1600	M21 MOF	£550	N23 PAB	£550
L23 DEV	£550	P21 ERN	£550	P23 HEL	£550	L27 JMB	£550	N24 LAN	£750	M23 MAC	£1300	L21 MOG	£750	N21 PAC	£550
R21 DEW	£550	J77 ERY	£650	M23 HEM	£550	L23 JMD	£550	M26 LAN	£550	MAC 838V	£650	L23 MOG	£650	M21 PAD	£550
R27 DEX	£550	ES 9767	£1700	M25 HEN	£650	M23 JME	£550	LAR 2F	£950	P21 MAD	£750	N321 MOL	£650	P21 PAD	£550
DEZ I02	£550	M25 ESH	£550	P25 HEN	£550	R6 JMG	£950	LAR 3Y	£1900	P23 MAD	£650	S999 MOL	£750	R29 PAD	£550
DG 7422	£2500	A40 ESH	£550	M23 HEP	£550	L26 JMG	£650	M21 LAR	£850	M27 MAD	£850	P21 MON	£550	E14 PAG	£550
K6 DACC	£550	M21 ESS	£550	W9 HER	£550	N21 JMH	£550	N21 LAR	£650	R25 MAF	£550	M25 MON	£650	PAG 63E	£750
L26 DJB	£650	N21 ESS	£550	H1B 453	£750	L29 JMP	£550	M23 LAR	£750	L29 MAF	£550	L26 MON	£650	T99 PAL	£550
L321 DJB	£550	N29 EST	£550	H1G 939	£550	M23 JMR	£550	R6 LAS	£850	M14 MAG	£1300	342 MON	£1800	PAM 7P	£2600
L23 DJC	£850	4988 ET	£1300	M24 HLL	£550	M21 MJW	£550	N21 LAS	£550	P15 MAG	£850	M24 MOO	£650	E8 PAM	£1500
L26 DJC	£750	L25 ETH	£550	J80 HLL	£650	I02 JN	£2700	M24 LAS	£550	V121 MAG	£650	N21 MOR	£550	9M PAM	£1600
405 DJD	£1200	L31 ETT	£550	547 HLW	£750	L3 JOC	£550	L28 LAS	£550	M28 MAK	£550	R21 MOR	£650	S11 PAM	£1400
M23 DJG	£550	EVA 3N	£2300	270 HMD	£650	L27 JOD	£650	M31 LAS	£650	N21 MAL	£1100	L29 MOR	£550	J12 PAM	£1200
M26 DJH	£550	8N	£2400	X3 HMS	£550	JON 30Y	£2500	M121 LAS	£550	N23 MAL	£850	J20 MOS	£650	Y29 PAM	£750
L26 DJM	£550	A16 EVE	£1100	HNE I1Y	£650	JON 2D	£4400	B30 LAW	£1300	L24 MAL	£1400	P24 MOS	£550	T31 PAM	£950
L22 DJP	£650	L21 EVE	£550	26 HO	£3600	N24 JON	£1500	L31 LAW	£1200	L31 MAL	£1500	M26 MOS	£550	K33 PAM	£1100
M23 DJP	£650	P23 EVE	£650	L21 HOB	£550	W25 JON	£1400	R200 LAW	£750	L24 MAM	£550	M28 MOS	£550	R27 PAN	£550
PE6 DJR	£550	R444 EVE	£550	M21 HOD	£550	JON 41R	£2600	L23 LEA	£850	M26 MAP	£550	M21 MOT	£550	PAN 66I	£1300
J11 DJJ	£650	P23 EVS	£550	P21 HOG	£750	C225 JON	£650	M23 LEA	£750	MAR 8Y	£4100	R26 MOT	£550	L99 PAR	£550
N21 DJS	£550	557 EW	£3100	R27 HOG	£750	C922 JON	£550	A45 LEA	£850	C24 MAR	£1300	M28 MOW	£550	M23 PAS	£550
L23 DJS	£550	L26 EWS	£550	M21 HOW	£550	P21 JOS	£550	P23 LEE	£1600	S54 MAR	£1300	W5 MPG	£550	P121 PAS	£650
P23 DJT	£550	R25 FAR	£550	P21 HOW	£550	M24 JOS	£550	N24 LEE	£1500	R121 MAR	£750	L23 MPH	£550	PAT 3T	£2500
198 DK	£3200	M26 FAR	£550	C22 HOW	£650	L26 JOS	£550	L25 LEE	£1400	L21 MAS	£750	M24 MPS	£550	V17 PAT	£1300
L9 DLW	£650	L27 FAR	£550	R23 HOW	£550	R27 JOS	£550	L27 LEE	£1300	L37 MAS	£650	P2 MPW	£750	CIB PAT	£1400
L23 DMB	£550	L21 FEE	£650	L28 HOW	£550	243 JOY	£1700	R12 LEG	£550	P44 MAS	£650	S444 MRB	£550	PAT 4IK	£1600
L29 DMS	£650	P21 FEE	£650	4444 HS	£2500	L26 JPB	£550	P21 LEG	£550	P23 MAT	£1400	R3 MRD	£650	D48 PAT	£1200
P21 DMW	£550	R21 FEE	£650	M29 HUD	£650	E18 JPM	£850	L21 LEM	£550	L24 MAT	£1400	P23 MRT	£550	D89 PAT	£950
7629 DN	£1300	M23 FEE	£750	M123 HUD	£550	V23 JPM	£750	M27 LEM	£550	L24 MAT	£1600	9714 MT	£1500	D321 PAT	£750
K8 DOB	£550	M24 FEE	£650	HUG 2H	£4100	P23 JPS	£550	YI LEN	£1500	M25 MAT	£1300	M21 MUD	£550	D376 PAT	£650
M27 DOB	£550	FEL 3T	£950	W4 HUG	£650	L28 JRB	£650	LEN 6P	£1400	N27 MAT	£1100	L121 MUL	£550	PAU 16A	£3100
P12 DOC	£650	L26 FEN	£550	P26 HUG	£550	L321 JRC	£550	LEN 6X	£2100	J30 MAT	£1500	M21 MUR	£550	PAU 18A	£3300
W60 DOC	£550	R29 FEN	£550	L28 HUG	£550	L26 JRC	£550	LEN 8A	£2700	P101 MAT	£750	P21 MUR	£550	PAU 144A	£2400
V555 DOD	£550	L18 FLY	£550	374 HUL	£750	L23 JRH	£550	B12 LEN	£1400	P123 MAT	£850	M26 MUS	£550	N27 PAW	£550
R26 DOD	£550	I699 FM	£1500	313 HYN	£550	P23 JRM	£550	L21 LEN	£1300	S14 MAW	£550	A12 NAD	£650	PAZ 42	£1200
P21 DOG	£650	L27 FOS	£550	L23 JAB	£650	L24 JRS	£550	N24 LEN	£1300	L26 MAX	£1700	L21 NAD	£550	A4 PCD	£650
R29 DOG	£550	M28 FOS	£550	L31 JAB	£550	N23 JRS	£550	LEN 26	£3100	S29 MAX	£1500	P21 NAD	£550	PEG IY	£2100
T7 DOJ	£750	P26 FOX	£550	M23 JAC	£1300	L26 JSB	£550	V29 LEN	£550	P31 MAX	£1300	M23 NAD	£650	PR PEG	£650
L21 DOL	£650	S25 FRY	£650	L31 JAC	£1400	P14 JSJ	£550	R55 LEN	£750	R24 MAY	£750	G19 NAG	£550	L21 PEN	£850
M21 DOL	£550	L21 GAB	£550	N900 JAC	£550	L21 JSM	£550	LEN 353	£2500	R31 MAY	£650	L29 NAG	£550	PEN 3Y	£2100
R30 DON	£1300	R21 GAB	£550	P21 JAF	£550	M23 JSM	£550	X555 LEN	£550	M23 MCB	£550	N6 NAH	£650	P300 PEN	£550
J400 DON	£650	M21 GAI	£550	L28 JAF	£550	M21 JUD	£550	LEN 630	£2200	N24 MCC	£650	H8 NAM	£1900	P21 PEP	£550
L900 DON	£550	R23 GAM	£550	P3 JAG	£1700	JUD 21Y	£3100	P21 GEO	£550	L23 MCC	£550	B15 NAM	£550	M29 PEP	£550
M24 DOR	£550	L21 GAR	£750	H10 JAG	£1300	T66 JUD	£550	L26 LEO	£650	M24 MCD	£550	L27 NAM	£650	PEP 62A	£550
D1 DOT	£2500	M21 GAR	£650	L27 JAH	£650	M26 JUS	£550	J7 LER	£550	W9 MCF	£650	NAS 2H	£3400	M28 PET	£550
S14 DOT	£650	P21 GAR	£550	L31 JAH	£550	JW 159I	£3100	P5 LES	£1500	MCF IOM	£550	NAS 6H	£3300	5967 PF	£1300
K16 DOT	£850	R23 GAR	£550	JAK 2Y	£3900	Y9 KAN	£550	N8 LES	£1400	P24 MCF	£				



MG ZS EV

Our SUV faces charges of failing to charge. Here's the evidence

MILEAGE 1816

WHY WE'RE RUNNING IT

To see if reborn MG's poster child is as easy to live with as the established names in the class

Charging an EV should be easy, right? Plug one end of the cable into the car, the other into a socket and come back a few hours later – or sooner if you're lucky enough to have access to a rapid charger. But as a few of the staffers I've lent the MG to have discovered, that's not always the case – and that hasn't been its only recent issue.

With the ZS, you hook it up to your wallbox, lock the doors and listen out for a telltale whirring from the car's nose as it locks the charging cable in place – meaning no one can yank it out until you're fully charged. At our office, this is followed by a quiet 'thunk' from the Chargemaster charging point as it communicates with the car and starts the flow of electricity. Easy enough, only sometimes you can do all that and the ZS still refuses to start charging. The dashboard lights up with 'Connected but not charging',

LOVE IT

SPLIT-LEVEL BOOT

You don't have to neatly wind the charging cable to get it to fit under the boot floor. There's plenty of room, so just dump it in.

LOATHE IT

CREAK, RATTLE AND ROLL

Interior fittings don't sound quite as secure as they did when the ZS first arrived.



ZS is blowing hot and cold, hence the scarf

and you're forced to try again.

It hasn't happened a lot, and as I make sure to check the instrument cluster by peering into the driver's window before leaving the car park, I've never been left with an empty battery. But it's an easy thing to forget, particularly if you're new to EV ownership; and, depending on how you park, the one visual clue is easy to miss. Drive nose-in to a space and you might not be able to see the MG badge on the front grille that lights up when the car is receiving a charge. It's not like there are any obvious indicator lights on the dashboard you can spot from across the car park and, unlike more premium EVs, there's no smartphone app to check up on the battery level remotely.

No EV seems immune to glitches like this, at least in my experience, as it's something we experienced with the Jaguar I-Pace Steve Cropley ran recently. So, do you blame the car or the charging point? We've booked our wallboxes in for a service to be sure.

Elsewhere, the ZS is now wearing a new front numberplate, after the original one took a knock while parked in my local supermarket.

Thankfully, there was no other damage done to the front bumper, as whoever did the deed drove off without leaving a note.

As expected, the ZS isn't liking the cold and wet weather too much, although its projected range hasn't taken quite the plunge I was expecting it to. The bigger issue is how quickly the cabin steams up, even with the climate controls set to levels that would be more than capable of keeping the windscreen clear in rival cars. Air circulation seems particularly poor, forcing you to take the mileage hit one way or the other by jamming on the blowers or cracking a window open and creating more drag. It doesn't help that the controls themselves are confusingly labelled, and the infotainment system could do a better job of showing when you've got the heating cranked up or you're merely channelling air from outside.

Lastly, I've noticed a growing collection of rattles that weren't there when I first took delivery. Noises like these are always going to be more prominent in an EV, because there's no engine to drown them out, but it does make me wonder quite how 'vigorous' other team members have been while borrowing the keys.

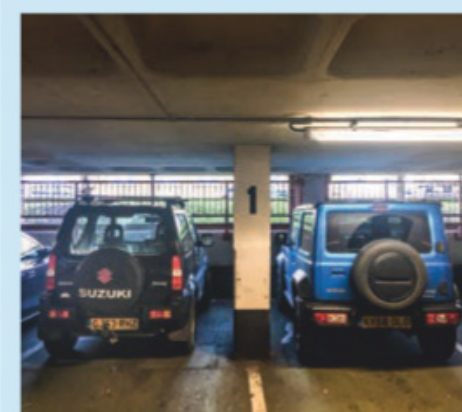
TOM MORGAN

TEST DATA

MG ZS EV EXCLUSIVE

Price £26,995 (inc gov't grant) **Price as tested** £27,540 **Faults** None **Expenses** None **Range** 118 miles **Last seen** 29.1.20

OWN ONE? SHARE YOUR EXPERIENCE
tom.morgan@haymarket.com



Suzuki Jimny

MILEAGE 11,325

LAST SEEN 15.1.20

On a recent trip to a multi-storey, I happened to park next to a previous-generation Jimny. Given the tiny proportions of our long-termer, it was interesting to find the new car (at least from the rear) noticeably bigger and more boxy than its predecessor. The old Jimny has the retro-cool factor, but the styling of the new model easily wins for me. I do miss the rhino badge, though. **RB**



Skoda Superb Estate

MILEAGE 4953

LAST SEEN 29.1.20

I'm frequently being told that I have surprisingly soft, dainty hands, which comes as a surprise given they've weathered their fair share of storms out on photoshoots. There must be some truth in this, however, as the Skoda constantly thinks I've removed my hands from the wheel when I haven't, forcing me to give it a jiggle to let it know I'm still there. **OK**



Mercedes-Benz E300de

MILEAGE 10,250

LAST SEEN 22.1.20

The E300de has been given a new set of Pirelli Sottozero winter tyres. Cars like this need winters more than most because, being quite heavy and rear-wheel drive, they'll be immobilised in snow far more quickly than a light, front-drive hatchback. And without even a limited-slip differential, winters are essential where I live for such a car. **AF**

USED CARS

What to buy, where to buy it and how much to pay

WHAT WE
ALMOST
BOUGHT
THIS WEEK



SAAB 9-3

'Must have service history' but what if it hasn't, like this 2007-reg 9-3 1.9 TDi with 120,000 miles for £500? Perhaps the service book has just been lost. At least it has a year's MOT. Dip the oil, check the coolant level before and after the test drive, look for exhaust smoke and warning lights, and listen for rattles. What else can you do?



James Ruppert

THE HIGH PRIEST OF BANGERNOMICS



All-wheel-drive
Jaguar X-Type
was up for £1250

RARE AND WELL DONE

The appeal of limited-edition cars is anything but limited

There are times when you wonder whether car manufacturers actually like cars, let alone their customers. When it comes to their old models, most are not that interested. Recently, though, Honda went above and beyond for a reader who wanted to know the provenance of his car.

He owned a CR-V 2.2 i-CTDi Executive registered in 2006 and finished in white. The colour is important because these were apparently courtesy cars for the McLaren Formula 1 team. Sadly, the pernicious secret-squirrel influence of data protection laws didn't help and the results were inconclusive, but Honda's people tried and are still asking around, so good for them.

Limited editions aren't always worth a premium but they can sometimes be easier to resell. Mazda has gone to town with limited-edition MX-5s over the years to the point where they've become meaningless. Never mind: they are such brilliant sports cars that whatever they are, it doesn't matter. So a 2004 1.8 Arctic Limited Edition Blue I saw, with rusty arches, 100k miles and very average paintwork, was £750. A great project for less than a grand. It came with 15in alloy wheels, what looked like special sunlight silver paint and some chrome on the quarterlights.

However, we are in the middle of winter, so a 4x4 would be useful. What could be better than a Jaguar X-Type? I stumbled across a 2003

Indianapolis with 140k miles, which was up for grabs at £1250. It had one previous owner and seemed very tidy and didn't have rusty wheel arches. But it did have special platinum paint, xenon headlights, reverse parking beeps and 18in alloys.

Then there was a 2006 Mini Park Lane with bonnet stripes for £1400. That is nothing to pay for a runaround. It had done 110k miles, which were all accounted for, and

had no advisories on the MOT. It was leathered up inside, too, with heated seats and full-on climate control. What's not to like?

Obviously, everyone adores Peugeot 205s, so a 1.6 Mardi Gras from way back in 1994 would be worth having. Especially with just 64k miles. The downside was an automatic gearbox, but I am old and getting tired so that seems fine to me, plus it was priced just below £1500.

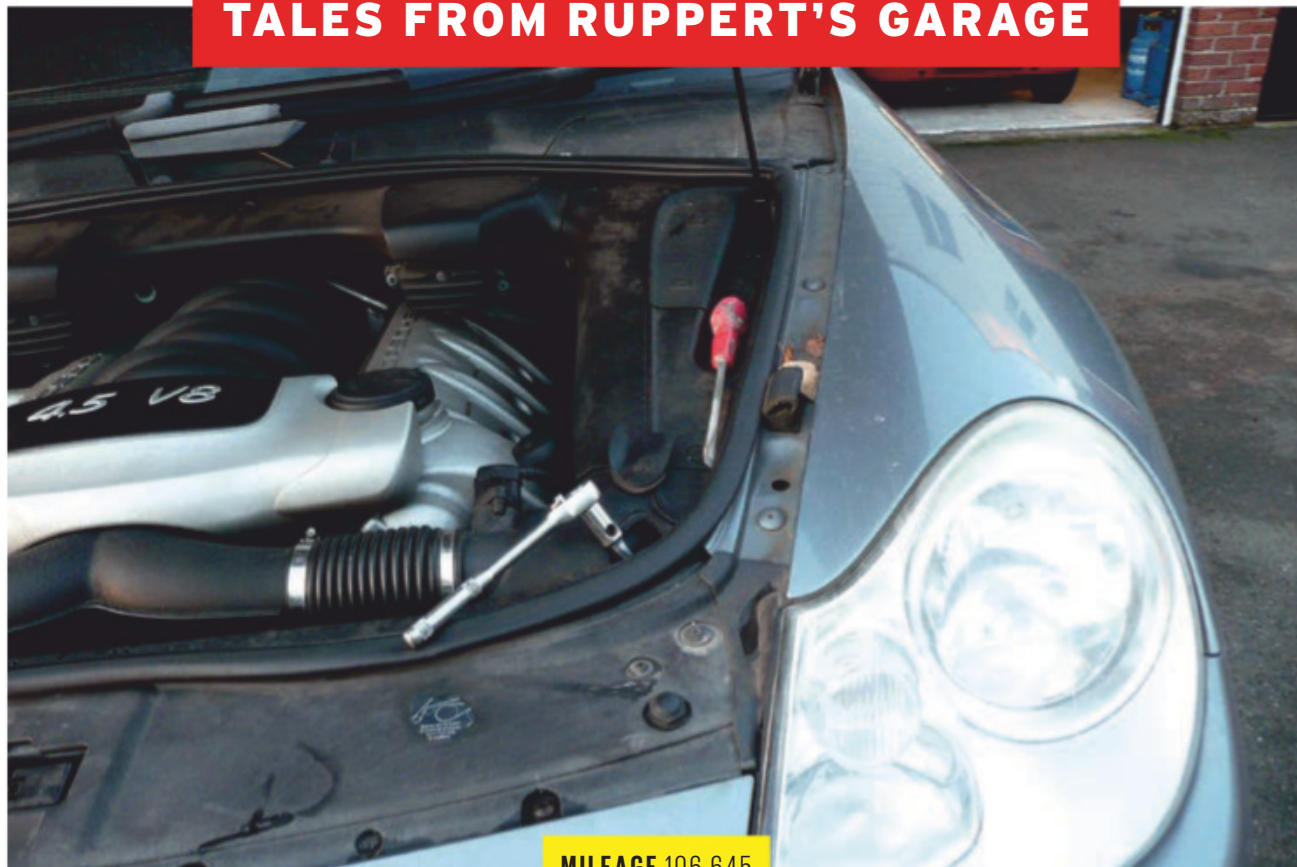
Vauxhall seems to have cornered the market with limited editions, but they don't excite me. I'd much rather have a 2004 Audi A4 Limited Edition, a 1.8T saloon. The one that caught my eye had done 125k miles, had all the mod cons and cost £2495. Details on the 'limited edition' part were rather sparse but, hey, this is a seriously cool German-built saloon.

“There was a Mini Park Lane with bonnet stripes for £1400”



A4 1.8T Limited
Edition turned
Ruppert's head

TALES FROM RUPPERT'S GARAGE



MILEAGE 106,645

PORSCHE CAYENNE

After the Flying Pig's headlight bulb went ping and we replaced that, it conked out again when we were on the move. At least it was only the nearside light that perished so we could see where we were going.

When replacing the bulb, there is a clever little access flap and a nut you twist to release the entire headlight housing. Brilliant. The trouble is, it doesn't seem to grab the housing very securely and, although I have had a tinker, this needs a quick shove each time I drive the car.



L is for Toyota Land Cruiser

Quite easily the best working 4x4 that anyone can buy. Never cheap - with even mega-milers from the mid-1990s still commanding solid money - but worth every single penny. Not flash, just very hard-working, with the ability to tow anything and pack in lots of bodies

and the stuff that comes with them. What to watch out for? Copper injector seal problems, and suspension and gearbox damage if used hard. Farmers only sell when it's worn out, which is worth remembering. A 2003 150k-mile 3.0 diesel with history is £4300.

READERS' QUESTIONS



QUESTION

I've been told I can be fined £5000 if I drench a pedestrian by driving through a puddle. True? If so, it seems unfair, given the number of potholes. Gary Blade, via email

ANSWER

Soaking or splashing a pedestrian with your car is only an offence when it can be proved you did so deliberately. The offence is driving without due care and attention and the fine is a fixed penalty notice of £100 and three points. The £5000 everyone talks about is a worst-case one that could be imposed by a magistrate were your case to go to court. The best advice is to keep your speed down. **JE**



QUESTION

I plan to buy an emerging classic this year but how do you spot them and which ones do you think I should be looking at? Colin Reed, Boston

ANSWER

Generally speaking, 'bedroom wall' cars that people had posters of as kids, a car your generation lusted after when it was new but couldn't afford until now, genuinely innovative cars, rare and worthwhile special editions of sought-after cars... These are the motors to look for. Many have already been identified but, as their prices take them beyond reach, more will emerge. Our hot tips? Keep reading our Future Classic section each week. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com AND READERS' QUESTIONS TO ✉ autocar@haymarket.com

MERCEDES-BENZ A-CLASS

It sold well when new so used buyers can be picky. **John Evans** reports

If you can't beat 'em, join 'em: that was clearly the instruction when Mercedes' designers penned the A-Class of 2012-18, which we're looking at here. So, compared with its predecessors, the new model followed a more conventional path, incorporating design cues and engineering from other Mercedes models and slotting easily into the range as an affordable base camp for newbies aspiring to plusher models or for loyalists wishing to downsize without losing face.

But be warned: there are thousands of these Mk3 A-Classes on the used car market, so if you think you're buying into a special club, forget it. Still, that means there's plenty of choice.

Prices for the first Mk3 cars, as distinct from the facelifted versions of 2015 onwards, start at around £6000, a sum that will get you a 2013-reg A180 CDI SE – along with the later A180d, the bedrock of the range – with 110,000 miles.

Diesel and petrol engines range from 1.5 to 2.1 litres, not that you'd know from the badging. (For example, the A180 is powered by a 1.6 and the A180 CDI by a 1.5.) The diesels are noisy but efficient, the petrols smoother and quieter. This matters because sound deadening on the early models is poor.

A manual gearbox is standard on most versions but the efficient and quick-changing dual-clutch auto (DCT) is worth a go. On some engines, in particular the A180 CDI Blue Efficiency, emissions dip as low

as 98g/km CO₂. It means that among cars registered before 1 April 2017 are some that attract no road tax and many no more than £30. If a sporty drive is your preference, there's the A250 AMG and, above that, the extreme A45 4Matic (from around £17,500 for a 55,000-mile 2013-reg).

Build quality on pre-facelift cars hasn't lived up to Merc's reputation, with interior rattles a recurring theme – and note that versions below SE ride on steel wheels. For its alloy wheels, comfort suspension, sports seats and artificial leather, SE is our pick but we also like AMG Sport, with features such as sports suspension, retuned steering and larger alloys.

The 2015 facelift brought a diamond-pattern grille, restyled bumpers and integrated exhaust pipes. Inside, it was business as usual, although fit and finish improved. These cars are good value since Mercedes reckoned it had donated extra kit worth £1100 for a price rise of just £350.

A major beneficiary was SE trim, which gained a media interface, 16in alloys, a reversing camera and Mercedes' upmarket Artico upholstery. Across the range, phone integration was improved. Meanwhile, the A180d Blue Efficiency became even cleaner and the A220d and A250 got a small hike in power.

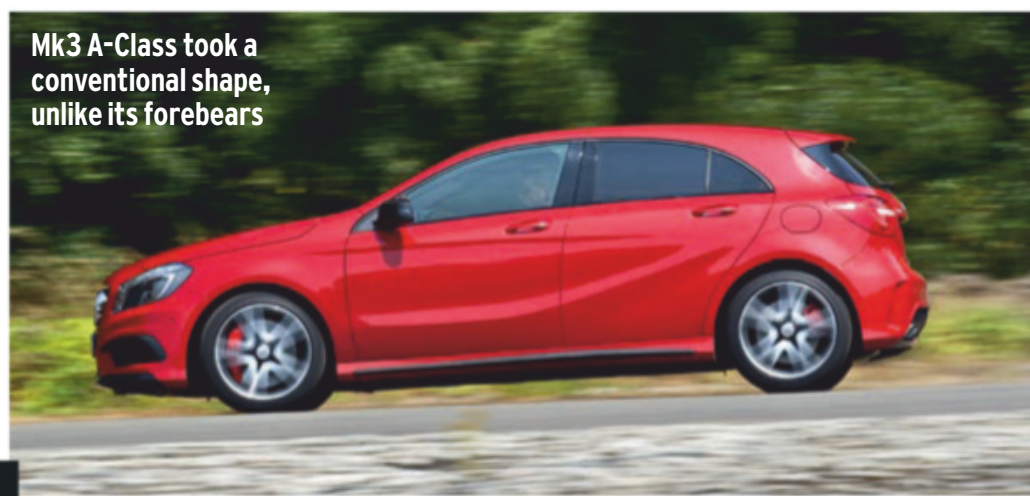
Today, diesel A-Classes outnumber petrols by around two to one. As a result, they're good value: a 2016-reg A220d AMG Line DCT with 40,000 miles costs £15,000, and a same-age, same-mileage A250 AMG £17,000. New, both cost around the same.

TOP SPEC PICK AMG PREMIUM

This spec gilds the AMG lily with features such as a panoramic glass sunroof, premium stereo, keyless ignition and electric front seats. It cost £1900 extra when new, though, so it's rare.



Mk3 A-Class took a conventional shape, unlike its forebears



GERMAN LUXURY MODELS BEST LEASE DEALS



MERCEDES S350D GRAND EDITION AUTO
£3390 deposit, £1130 per month, 24 months, 8000 miles per year

Where the S-Class leads, others follow. Supremely comfortable but enjoyable to drive and with a spacious interior equipped, as standard, with advanced technology, it's the luxury car to beat.



AUDI E-TRON 50 QUATTRO 71KWH TECHNIK AUTO
£2288 deposit, £763 per month, 24 months, 8000 miles per year

Electric Audi offers an incredibly hushed and comfortable driving experience. It has the potential for 150kW rapid charging and a range of up to 250 miles.



AUDI A8 50 TDI S LINE AUTO QUATTRO
£2810 deposit, £937 per month, 24 months, 8000 miles per year

If your idea of luxury is letting the car do the work, the A8 is for you. It has the world's most advanced autonomous technology (you just need to be allowed to use it). It's very comfortable and supremely well built.

NEED TO KNOW

- Before you buy, check for interior rattles, possibly emanating from the centre console or, on early models, from the front seatbelt height adjusters. These were modified on later models.
- The 2015 facelift brought more powerful engines, with diesels now badged 'd' rather than 'CDI' as before. Most versions also gained Dynamic Select, offering a range of driving and suspension modes called Eco, Comfort, Sport and Individual. Surprisingly, though, a digital radio was still an option (at a cost of £420) on most versions.
- The A220 CDI was Euro 6 compliant from December 2012, the A200 CDI from March 2014. Check the car's V5C to find its Euro number. By law, all diesels became compliant from 1 September 2015.

OUR PICK

MERCEDES A220D AMG LINE AUTO

The more powerful 2.1-litre diesel in the facelifted A-Class isn't the most refined but is lusty enough. AMG Line trim looks stylish and offered the option of adaptive suspension.

WILD CARD

MERCEDES A250 AMG AUTO

Positioned a rung below the hard-hitting Mercedes-AMG A45 4Matic, the 215bhp A250 is a more conventional hot hatch and capable of 0-62mph in 6.3sec. Prices start at £15,000 for a low-mileage 2015-reg example.

ONES WE FOUND

- 2013 A200 CDI AMG, 100,000 miles, £6790
- 2015 A180 CDI Sport, 77,000 miles, £10,000
- 2017 A160 AMG Line, 24,000 miles, £15,000
- 2018 A250 AMG, 36,000 miles, £17,850



Most As feel upmarket, this A45 flagship especially so



A45 4Matic is ferociously quick point to point



BMW 740Li AUTO

£2396 deposit, £799 per month, 24 months, 8000 miles per year

A car to drive rather than be driven in. It's technically advanced and well equipped but its precise handling comes at the expense of ride comfort. All 7 Series engines are quiet, powerful and efficient.



BMW X7 xDRIVE30D AUTO

£3534 deposit, £1178 per month, 24 months, 8000 miles per year

Think of the X7 as a 7 Series SUV. Despite its bulk, it corners with precision. It is also reasonably comfortable, genuinely has room for seven average-sized adults and has a grille you can see from space.



BMW 620D GRAN TURISMO M SPORT AUTO

£1705 deposit, £568 per month, 24 months, 8000 miles per year

Take one 7 Series, give it the raised rear seating of the 5 Series GT and a lowered roofline and you have the Gran Turismo. It's an unconventional luxury car but an exceptionally roomy and comfortable one.

**BUY THEM
BEFORE WE DO**



**FAST AND
FURIOUS
FORD**

Ford Focus RS Mk2 **£15,500**

Four years ago you'd have been lucky to grab a Focus RS Mk2 for less than £19,000, but now prices start at around £13,500. Not only that but there's also a whiff of the fire sale about them, with many being advertised at £1500-£3000 less than the market average.

It so happens that a colleague has been considering selling his Mk2 Focus ST that he bought 12 months

ago. Not a chance. Prices have nosedived and his plan to come out with his shirt on is in tatters.

"Too many tired, ratty, leggy and modified cars, plus just keeping one on the road is getting more expensive," is his theory. It could equally well apply to the RS. The upside is that if you've always hankered after one, now might be a good time to strike.

An unmodified car with a

reasonable mileage and a good history – virtues that will stand it in good stead as they become rarer – is what you want. We found a 2010-reg with 77,000 miles and full Ford service history for £15,500. It's being sold by a Ford dealer, so we'll assume they know a good one from a duffer.

We'd be keen to check it's been fed a diet of Castrol Longtec or Edge 0W-40 and that when we remove the dipstick, we can't hear the hiss

of escaping air, indicating excessive crankcase pressure caused by a split diaphragm in the combined oil filter and breather (but it's easily repaired).

The gearbox should change smoothly and tyres should be of the premium variety with no excessive wear on the inner shoulders. Finally, we'd trace the ECU wiring to check it's not being frayed by excessive engine movement.

JOHN EVANS



**SWEDISH
EXPRESS**

Volvo S60 T6 R-Design 4WD auto **£7990**

Same age and power as the Focus RS above, this is a comfy express rather than a hot saloon like the previous-gen S60 R. Our find is a 2011-reg with a heroic 140,000 miles but with just the one previous owner and a full service history.



**SWIFT
LITTLE
SKODA**

Skoda Fabia 1.4 TSI vRS auto **£4495**

"One police owner" trumpets the ad for this warm hatch. It doesn't say much for the kind of life it's led except that it does have a full Skoda history, is in "excellent condition" and, being an auto, won't have been redlined often. Beware high oil consumption.

**BLAND
BUT NOT
BORING**



Citroën Xsara 2.0 VTS 3dr **£3480**

Citroën has moved on from bland-looking fare like this Xsara VTS, but under the bonnet is a 165bhp 2.0-litre good for 0-62mph in 7.7sec. This 70,000-miler is in great nick, with just one owner and full history. It's got future classic written all over it.

WILD CARD



Mercedes-Benz A200 Turbo auto 5dr **£5000**

Merc's answer to the Golf GTI has a 190bhp turbo motor and sports suspension to make it the most polished A-Class of its time. This one-owner, 2008-reg example has done 75,000 miles and has a full Mercedes service history and a panoramic roof.

AUCTION WATCH



MERCEDES-BENZ E320 COUPÉ

The old W124 E-Class of 1984-96 is respected for its looks and build quality, but it's the coupé and cabriolet versions folk lust after. Of the two, the cabrio is easily the more desirable, but the perfectly proportioned coupé is no ugly sister. A late 1995-reg example with 162,000 miles on the clock went under the hammer recently, making £1020. Rust can take hold around the wheel arches and those looks can blind you to problems below, but this one appeared to be sound. The coupé is better value than the cabrio and the best are only going one way.



Volkswagen Up GTI Price £11,950

From a future classic perspective, it's hard to imagine tomorrow's old tyre kickers getting excited about today's city cars. Unless, of course, they hankered after an Up GTI. It may lack the zest of its Golf equivalent but it's fun enough and that badge counts for a lot. Add rarity and you've a pint-size future classic. Today, prices start around £11,000. Our find is a private-sale 2018/67-reg three-door with 9000 miles for £11,950. Given that it only cost £13,750 new and approved used ones are about £12,500, we'd offer £11,000 and shake on £11,250.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a BL special for £3000 to go to the Festival of the Unexceptional in.



Morris Marina GT £1800



Austin Maestro 1.3 Special £2000

MAX ADAMS I think we can all agree that the Morris Marina is excellent fodder for the Festival of the Unexceptional. To its credit, the Marina was a very important 'new' car for the Morris brand since it desperately needed to take on the mighty Ford Cortina. Sure, it was a rushed effort, but it forms yet another chapter in the rich tapestry that was British Leyland.

MARK PEARSON Yes, that's a nice way of saying it was utter rubbish, isn't it? Well, if you want driving precision and top build quality instead, take a look at my light and airy Maestro. Admittedly a Rover Group product by this stage but, you know, same difference. This 1989 peach has done just 35,000 miles from new and is immaculate. It's white - the best colour for Maestros - and, above all, it's not a Marina. Game over, I'd say.

MA What's the point of a Maestro unless it has the 'talking dash'?

MP Yes, that wasn't quite as successful as we hoped it would be. Never mind, Maestro still has zero-offset steering, keen styling and in its time could take the Golf to the cleaners.

No car was more desirable.

MA I'm going to quote the ghastly phrase 'fake news' since you're stretching the truth a bit there.

MP So my Maestro trumps your Marina? John?

VERDICT

That Maestro is truly unexceptional.

JOHN EVANS



HOW TO BUY A VOLKSWAGEN GOLF GTI Mk2

Golf G60 1.8

Ultra-rare left-hook version of 1990 was fitted with a supercharger. Pay £28,500 today.



THE SECOND COMING

The Mk2 Golf GTI has long played bridesmaid to the seminal Mk1, but prices for good examples are rallying. **John Evans** casts his eye over this classic hot hatch

Depending on your age, the idea of a big-bumper, oak green Golf GTI 16v Mk2 of 1990 will either raise your pulse or go over your head. It might not have been the quickest or sexiest hot hatch of its day, but it was easily the classiest and most rounded, and there's a generation of drivers who lusted after one then but couldn't afford it at the time. Well, if they're quick, now's their chance.

For years the Mk2 has lived in the shadow of the Mk1. When its moment appeared to have arrived, along came that other great GTI, the Mk5, plus a strong revival of interest in the Peugeot 205 GTi. The Mk2 was promptly forgotten.

In recent times, though, as prices for the Mk1 and 205 have moved ever

higher, attention has turned back to the Golf GTI Mk2. Prices have been climbing for the best cars, which have long since been snapped up. What's left are largely scruffy but still decent high-milers. Prices for reliable, unmodified runners with little rust start at around £1800, although you'll see them advertised for £500 more. Just haggle politely but determinedly. You and I may know the Mk2 is a classic but a lot of people aren't so sure, so the cars can hang around and sellers start to sweat.

Incidentally, so long as the car has been regularly serviced, high mileages aren't an issue. Instead, despite being well protected at the factory, rust is the thing you should be most concerned about.

The Mk2 was launched in

1984, powered by a 1.8-litre eight-valve engine making a fairly underwhelming 110bhp. In 1985, the model gained hydraulic tappets (they can chatter from cold but should quieten down as the oil circulates).

The 137bhp 16-valve GTI followed a year later. Faster, lower, stiffer and higher-revving, it ought to be the one to have, but the eight-valve version is easier to drive and, in any case, condition trumps everything.

There was a facelift in 1987 when the front side quarterlights were dropped, some of the controls and switches were repositioned and the grille became a five-bar item. Fans talk of pre-1987 Mk2s as Type 19 Golfs, as if so distinguishing them makes them seem more desirable. In fact, all Mk2s are Type 19 Golfs.

In any case, a more important change came in 1989 with the adoption of big bumpers. You laugh, but they were joined by smoked lenses, integral spoilers and front foglights. Finished in oak green or black and wearing BBS alloys, a big-bumper Mk2 looks the real deal. Incredibly, power steering only became standard in 1990. The following year, the eight-valve model got the 16-valve's suspension and electric front windows.

Today, little of this matters. As already said, condition and service history are king. The Mk2 may have suffered for not being the first Golf GTI, but in many ways it's a better car: faster, more comfortable and more modern. Grab one before they're all gone.

HOW TO GET ONE IN YOUR GARAGE



An owner's view

RYAN JONES

"I've just sold my Golf GTI after six months of trying. It was a 1989-reg with 118,000 miles. I originally asked £3000, then dropped it to £2300 and finally accepted £1800. It wasn't the tidiest example but, except for a fuel pump packing up, it was reliable. The internal drains from the sunroof that are meant to channel water out of the rear of the car had rotted through, allowing it to soak the headlining and footwells. The car was easy to work on, the only difficulty being seized bolts. If I was buying one, I'd check the MOTs to make sure it's been driven regularly."

Collapsed headlinings are common. Sites such as eBay are a good source of reclaimed seats (around £400 for the front pair) and dashboards (from £5).

Also worth knowing

We've no personal experience of them but you might find GTI specialists Crazy Quiffs (golfmk1.co.uk) and Deutsche Doktors (deutschedoktors.co.uk) handy for servicing and tech insight, and VW Heritage (vwheritage.com) a good source of hard-to-find parts.

How much to spend

£500-£1799

Project cars with or without major mechanicals.

£1800-£2499

Scruffy high-milers in good mechanical condition.

£2500-£3699

Nicer cars including a 1988 F-reg with 155,000 miles and a full service history for £3500.

£3700-£4999

Includes a nice, 1990-reg big-bumper 8v with 167,000 miles for £4250.

£5000-£7499

More tidy big-bumper 8v and 16v GTIs, including an oak green 1991 16v with 130,000 miles for £6995.

£7500-£9999

Only the best immaculate, low-mileage cars here. How about £8995 for a 60,000-mile, 1987-reg three-door?



One we found

VW GOLF 1.8 GTI MK2, 1990, 170,000 MILES, £2995

Knowing the trouble Ryan had selling his Mk2, we'd make an offer on this car, described as rust-free and with many new parts fitted. Ignore the mileage.



Cabin trim is likely to be showing signs of wear and tear



Original Mk2 GTIs had 110bhp; later versions got 137bhp



“High mileages aren't an issue. Instead, rust is the thing you should worry about”

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ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown

with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†.

**Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.



Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
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ALFA ROMEO

Giulia 4dr saloon ★★★★★												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★★★												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★★★												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16

ALPINA

B3 Biturbo 4dr saloon ★★★★★												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13

ALPINE

A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18

ARIEL

Atom 4 Odr open ★★★★★												
4	162	3.2	6.9	2.4	3.5	2.59	316	310	24.5	27/39	680	9.10.19
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	-/-	735	24.6.15

ASTON MARTIN

Vantage 2dr coupé ★★★★★												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★★												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★★												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18

AUDI

A1 Sportback 5dr hatch ★★★★★												
35 TFSI Sline	137	7.9	22.0	8.4	8.6	2.7	148	184	27.6	38/57	1209	2.10.19
A3 4dr saloon/3dr/5dr hatch ★★★★★												
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★★												
2.0 TDI Sline	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
S4 TDI	155	4.6	11.5	4.1	-	2.87	342	516	50.2	29/54	1871	18.9.19
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★★★												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★★★												
2.0 TFSI Sline	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★★												
40 TDI S'le Avant	149	8.4	22.6	7.5	-	3.1	201	295	51.0	39/50	1710	14.11.18
A7 Sportback 5dr hatch ★★★★★												
50 TDI Sport	155	5.8	14.9	5.3	-	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★★												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
E-tron 5dr SUV ★★★★★												
55 quattro	124	5.4	13.7	4.2	2.5*	2.91	403	490	-	2.3/2.9†	2569	26.6.19
Q2 5dr SUV ★★★★★												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★★												
2.0 TDI Sline	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★★												
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★★												
50 TDI Sline	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★★												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15

BENTLEY

Continental GT 2dr coupé ★★★★★												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Mulsanne 4dr saloon ★★★★★												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16

BMW

1 Series 5dr hatch ★★★★★												
118i M Sport	132	8.2	24.2	7.9	13.9	2.75	138	162	-	37/53	1431	30.10.19
2 Series 3dr coupé/convertible ★★★★★												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★★												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★★												
320d M Sport	149	6.9	19.8	6.8	13.2	2.54	188	295	43.0	47/63	1639	15.5.19
330d xDrive M Spt	155	5.5	14.5	5.2	12.7	3.31	262	428	48.9	42/53	1922	15.1.20

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
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4 Series 2dr coupé ★★★★★												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★★												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★★★												
630d xDrive M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★★												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé/convertible ★★★★★												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
M8 Competition	155	3.3	7.4	2.7	8.2	2.71	617	553	40.8	19/32	2020	5.2.20
i3 5dr hatch ★★★★★												
1.35 Range Ext	99	7.7	-	6.6	4.0*	3.0	181	199	-	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★★												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
iX 5dr SUV ★★★★★												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X2 5dr SUV ★★★★★												
M35i	155	5.0	12.7	4.5	11.1	2.74	302	332	37.4	31/42	1668	25.9.19
X3 5dr SUV ★★★★★												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★★★												
M Competition	155	4.0	9.1	3.3	20.1	2.65	503	443	43.3	23/29	2028	13.11.19
X5 5dr SUV ★★★★★												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15

CATERHAM

Seven 2dr roadster ★★★★★												
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16

CHEVROLET

Corvette 2dr coupé ★★★★★												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14

CITROEN

C3 5dr hatch ★★★★★												
P'tech110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★★★												
P'tech110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★★★												
1.6 BlueHDi100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★★★												
BlueHDi180	131	9.0	25.6	8.5	-	2.83	174	295	40.1	37/48	1540	13.2.19

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★★												
LC500Sport+ RCF	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV 300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	—	32/38	1905	1.10.14
RC F 2dr coupé RCF	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon 300hTakumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	—	42/49	1742	6.2.19
LS 4dr saloon 500hPrem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
S GranLusso	164	5.1	12.7	4.5	—	2.73	424	478	39.8	16/24	2232	8.5.19
MAZDA												
2 5dr hatch 1.5Sky-V-GSE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 4dr saloon/5dr hatch 2.0Skyactiv-X	134	9.1	24.7	9.1	14.7	2.89	177	165	29.1	40/57	1425	6.11.19
MX-5 2dr roadster 1.5SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV 1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV 2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé 3.8V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
600LT Spider 2dr convertible 3.8V8	201	2.9	6.1	2.1	—	2.52	592	457	36.5	17/30	1404	22.5.19
720S 2dr coupé 4.0V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé 4.0V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé PI	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14
MERCEDES-AMG												
C63 4dr saloon C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible C63 S Coupé	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
CL553 4dr saloon CLS53 4Matic+	180	4.3	9.2	3.2	10.7	2.69	503	516	43.2	26/34	1745	24.4.19
GT 2dr coupé S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch A200 Sport	139	8.7	22.4	7.9	—	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV B180 Sport	132	8.4	23.5	8.3	—	2.73	134	148	33.6	33/51	1405	3.4.19
CLA 4dr saloon CLA 250	155	6.8	17.1	6.1	11.5	2.88	221	258	—	34/49	1555	21.8.19
C-Class 4dr saloon/5dr estate C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV GLA 220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV GLC 250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
G-Class 5dr SUV G350d AMG Line	124	7.5	22.4	7.2	15.0	3.40	282	443	46.0	25/31	2451	17.7.19
GL 5dr SUV GL 350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up X250d 4Matic	109	11.2	38.9	11.6	—	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch 1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
ZS 5dr SUV EV Exclusive	87	8.9	—	8.0	5.2*	3.60	141	260	—	2.7/3.1*	1556	4.12.19
MINI												
Mini 3dr hatch Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent: test average/ touring	Weight (kg)	TEST DATE
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★★★☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★★★☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	—	44/38	1810	16.4.14
MORGAN												
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★★★☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Juke 5dr SUV ★★★★★☆												
1.0 DIG-T 117	112	11.9	44.8	11.8	16.3	3.10	115	148	28.2	38/46	1256	29.1.20
Qashqai 5dr SUV ★★★★★☆												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★★★☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★★☆												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★★☆												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★★★☆												
1.2 VTi Active	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★★☆												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★★☆												
GT BiHDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★★★☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★★★☆												
1.6 BiHDi GTLe	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★★★☆												
2.0 BiHDi GTLe	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★★☆												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★★☆												
Carrera S	191	3.4	7.7	2.8	14.3	—	444	391	44.1	23/39	1515	29.5.19
918 Spyder 2dr coupé ★★★★★☆												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★☆												
4.5 Diesel	177	4.1	10.3	3.8	—	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★★☆												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch ★★★★★☆												
Dynamique	94	17.6	—	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★★★☆												
Dynamique	84	12.3	—	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★★☆												
TCe 100 Iconic	116	11.6	36.0	10.9	16.9	3.36	99	118	26.5	46/57	1138	27.11.19
Mégane 5dr hatch ★★★★★☆												
1.5 dCi Dyn.S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
RS Trophy-R	163	5.6	12.8	4.6	6.8	2.67	296	295	27.1	26/38	1280	23.10.19
Grand Scenic 5dr MPV ★★★★★☆												
dCi 130 Dyn.S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★★☆												
dCi 115 Dyn.S Nav	113	14.5	—	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★★★☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	—	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★☆												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★★☆												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch ★★★★★☆												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★★☆												
Supra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	—	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★★☆												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★★★★☆												
Prime Premium	81	13.2	—	14.5	10.6	2.8	80	118	—	3.1/3.9†	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★★☆												
1.2 TSI 90SE-L	113	12.6	46.	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Scala 5dr hatch ★★★★★☆												
1.5 TSI 150DSG	136	7.9	21.5	7.3	11.8	2.78	148	184	33.5	42/53	1200	31.7.19
Octavia 4dr saloon/5dr estate ★★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★★☆												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karqo 5dr SUV ★★★★★☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16

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ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO₂ figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO₂ figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class-leading in key areas and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

	Power (bhp)	Top speed (mph)	0-60/0-200mph	Economy (mpg)	CO ₂ (g/km)
ABARTH					
595 3dr hatch/2dr open	£16,685-£25,485	★★★★☆			
The Fiat 500's Abarth makeover makes it a true pocket rocket. LxWxH 365x1627x1485 Kerb weight 1070kg					
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155
1.4 T-jet 180 Esseesse	177	140	6.7	36.2	155

695 3dr hatch/2dr open	£23,895-£25,895	★★★★☆			
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. LxWxH 365x1627x1485 Kerb weight 1045kg					
1.4 T-jet 180 Rivalo	177	140	6.7	36.2	155

ALFA ROMEO					
Giulietta 5dr hatch	£19,975-£25,730	★★★★☆			
Long in the tooth but still seductive, shame it's not rounded or lavish enough. LxWxH 435x1798x1465 Kerb weight 1305kg					
1.4 T 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125
2.0 JTDM-2 170	168	133	8.3	47.9	TBC

Giulia 4dr saloon	£33,595-£64,900	★★★★☆			
Handsome and special dynamically but lacks finesse and only comes as an auto. LxWxH 464x1860x1436 Kerb weight 1429kg					
2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 Biturbo Quadrifoglio	503	191	3.9	27.2	TBC

Stelvio 5dr SUV	£37,745-£70,900	★★★★☆			
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. LxWxH 468x1903x1671 Kerb weight 1604kg					
2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 Biturbo Quadrifoglio	503	197	3.8	TBC	TBC

ALPINA					
B3 S 5dr touring	£63,000	★★★★☆			
Previously falling behind in the power stakes, but the recent facelift rectifies that. LxWxH 463x1811x1431 Kerb weight 1705kg					
3.0 Biturbo	433	188-190	4.3	TBC	TBC

B5 4dr saloon/5dr touring	£89,000-£91,000	★★★★☆			
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. LxWxH 4956x1868x1466 Kerb weight 2015kg					
4.4 V8 Biturbo	599	200-205	3.5-3.7	25.4	254

B7 4dr saloon	£121,850	★★★★☆			
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Class. LxWxH 5250x1902x1491 Kerb weight 2060kg					
4.4 V8 Biturbo	599	205	4.2	24.4	265

D5 S 4dr saloon	£62,000	★★★★☆			
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. LxWxH 4956x1868x1466 Kerb weight 1870kg					
3.0 Biturbo	345	171	4.9	TBC	TBC

XD3 5dr SUV	£57,900	★★★★☆			
Pleasant BMW SUV impressively enhanced with the usual Alpina toolkit. LxWxH 4732x1897x2015 Kerb weight 2015kg					
3.0 Biturbo	330	158	4.9	TBC	TBC

ALPINE					
A110 2dr coupé	£47,810-£56,810	★★★★☆			
A much, much greater car and achievement than the sum of its parts suggest. LxWxH 4180x1980x1252 Kerb weight 1080kg					
1.8 Turbo	252	155	4.5	44.1	144
1.8 Turbo S	288	162	4.4	43.4	146

ARIEL					
Atom odr open	£39,950	★★★★☆			
Simple, purist concept remains but everything else has changed... for the better. LxWxH 3520x1880x1122 Kerb weight 595kg					
2.0 turbo	320	162	2.8	TBC	TBC

Nomad odr open	£38,000	★★★★☆			
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. LxWxH 3215x1850x1425 Kerb weight 670kg					
2.4 K24i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN					
Vantage 2dr coupé	£123,850	★★★★☆			
The faster, cleverer, more hardcore entry-level Aston tops its class. LxWxH 4465x1942x1273 Kerb weight 1630kg					
4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé/2dr open	£147,900-£174,995	★★★★☆			
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. LxWxH 4739x2060x1279 Kerb weight 1875kg					
4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé/open	£225,000-247,500	★★★★☆			
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. LxWxH 4712x2146x1280 Kerb weight 1693kg					
5.2 V12	715	211	3.7	13.5	TBC

Rapide AMR 4dr saloon	£194,950	★★★★☆			
The Rapide is one of the most elegant four-door sports cars in the world. LxWxH 5019x1929x1360 Kerb weight 1995kg					
6.0 V12	599	205	4.2	TBC	TBC

AUDI					
A1 Sportback 5dr hatch	£18,310-£27,230	★★★★☆			
Quite pricey, but a rounded car with plenty of rational appeal. LxWxH 4029x1746x1418 Kerb weight 1105kg					
1.0 25 TFSI	94	118	10.8	50.4	126-127
1.0 30 TFSI	114	126	9.5	49.6-52.3	121-129
1.5 35 TFSI	148	137	7.7	45.6-46.3	139-141
2.0 40 TFSI	197	146	6.5	39.8-40.4	158-160

A3 Sportback 5dr hatch	£23,300-£39,145	★★★★☆			
All the above but with the added convenience of five doors and a usefully larger boot. LxWxH 4313x1785x1426 Kerb weight 1180kg					
1.0 30 TFSI	114	128	9.9	46.3-48.7	131-137
1.5 35 TFSI	148	137	8.2	42.2-43.5	146-152
2.0 40 TFSI	187	152	6.8	39.8-40.9	157-161
2.0 TFSI S3	298	155	4.7	33.6-34.9	184-190
1.6 30 TDI	114	126	10.4	49.6-51.4	144-148

A3 Saloon 4dr saloon	£25,020-£39,320	★★★★☆			
Undercuts the case to own an A4. Upmarket interior and good to drive. LxWxH 4458x1796x1416 Kerb weight 1240kg					
1.0 30 TFSI	114	131	9.9	46.3-48.7	132-139
1.5 35 TFSI	148	139	8.2	54.3-56.5	131-136
2.0 40 TFSI	187	155	6.8	39.8-40.9	155-160
2.0 TFSI S3	298	155	4.7	34.4-34.9	184-186
1.6 30 TDI	114	131	10.4	51.4-54.3	137-143

A3 Cabriolet 2dr open	£31,095-£43,515	★★★★☆			
Compact, affordable, usable and refined. Strong performance, too. LxWxH 4423x1793x1409 Kerb weight 1380kg					
1.5 35 TFSI	148	137	8.9	40.4-41.5	153-157
2.0 40 TFSI	187	155	7.2	38.7-39.8	161-165
2.0 TFSI S3	298	155	5.2	33.2	192-193

A4 4dr saloon	£29,260-£42,940	★★★★☆			
High quality and competent but leaves the dynamic finesse to its rivals. LxWxH 4726x1842x1427 Kerb weight 1320kg					
2.0 35 TFSI	148	139	8.6	40.4-40.9	155-159
2.0 40 TFSI	187	155	7.3	39.2-39.8	160-164
2.0 45 TFSI quattro	242	155	5.6	35.8-36.2	177-180
2.0 35 TDI	148	136	8.9	49.6-51.4	144-148
2.0 40 TDI quattro	187	146	7.4	49.6-51.4	144-150

A4 Avant 5dr estate	£30,660-£68,270	★★★★☆			
Classy and demure estate lacks the dynamic sparkle of rivals. LxWxH 4725x1842x1434 Kerb weight 1370kg					

	Power (bhp)	Top speed (mph)	0-60/0-200mph	Economy (mpg)	CO ₂ (g/km)
2.0 35 TFSI	148	136	8.9	39.2-39.8	160-164
2.0 40 TFSI	187	148	7.5	37.2-38.2	168-172
2.0 45 TFSI quattro	242	155	6.0	34.4-35.3	181-185
3.0 V6 TFSI RS4 Avant	448	155	4.1	29.1	219-220
2.0 35 TDI	148	132	9.2	45.6-47.1	157-163
2.0 40 TDI	187	143-144	7.6-7.9	43.5-44.1	167-171

A5 2dr coupé	£35,465-£69,660	★★★★☆			
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. LxWxH 4673x1846x1371 Kerb weight 1390kg					
2.0 35 TFSI	148	140	8.9	38.7-40.4	158-165
2.0 40 TFSI	187	150	7.2	38.7-40.4	158-165
2.9 V6 TFSI RS5 quattro	443	155	3.9	30.1	212-213
2.0 40 TDI	187	150	7.7	48.7-52.3	142-151
2.0 40 TDI quattro	187	146	7.4	44.8-46.3	160-165
3.0 V6 TDI S5 quattro	345	155	4.8	TBC	TBC

A5 Sportback 5dr coupé	£34,790-£69,660	★★★★☆			
Refined, good-looking four-door coupé is sadly short on charm and finesse. LxWxH 4733x1843x1386 Kerb weight 1425kg					
2.0 35 TFSI	148	139	9.1	38.2-39.8	160-167
2.0 40 TFSI	187	150	7.5	38.2-39.8	160-167
2.0 45 TFSI quattro	242	155	5.8	35.8-36.2	178-179
2.9 V6 TFSI RS5 Quattro	448	155	3.9	29.7	215-216
2.0 35 TDI	148	135	9.1	47.1-49.6	149-158
2.0 40 TDI	187	150	7.5	47.9-51.4	144-155
2.0 40 TDI quattro	187	146	7.6	44.1-45.6	162-167
3.0 V6 TDI quattro	345	155	4.9	TBC	TBC

A5 Cabriolet 2dr open	£39,395-£58,310	★★★★☆			
More practical than smaller options. Lower-powered, steel-sprung trim is best. LxWxH 4673x1846x1383 Kerb weight 1600kg					
2.0 40 TFSI	187	150	7.9	36.7-37.2	173-174
2.0 45 TFSI quattro	242	155	6.5	34.0-34.4	186-187
2.0 40 TDI	187	150	8.4	45.6-46.3	161-164
2.0 40 TDI quattro	187	145	8.0	42.8-43.5	171-172

A6 4dr saloon	£39,860-£55,400	★★★★☆			
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. LxWxH 4939x1886x1457 Kerb weight 1645kg					
2.0 45 TFSI quattro	242	155	6.0	33.6-34.0	188-192
3.0 55 TFSI quattro	335	155	5.1	30.1-30.7	209-212
2.0 40 TDI	201	152	8.1	47.1-48.7	153-158
2.0 40 TDI quattro	201	153	7.6	44.8-46.3	161-164
3.0 50 TDI quattro	282	155	5.5	38.7-39.2	188-191



Q2 5dr SUV £23,395-£37,820 ★★★★★					
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. LxWxH 4191x1794x1508 Kerb weight 1205kg					
1.0 30 TFSI	114	122	10.3	44.8-46.3	137-142
1.5 35 TFSI	148	131	8.5	40.9-42.2	152-157
2.0 40 TFSI quattro	187	141	6.5	33.2-34.9	184-192
2.0 SQ2 TFSI	298	155	4.8	32.1-33.2	192-199
1.6 30 TDI	114	122	10.5	43.5-44.8	166-170
2.0 35 TDI quattro	148	131	8.1	44.1-46.3	160-168

Q3 5dr SUV £30,805-£47,130 ★★★★★					
Typically refined and competent but feels more like an A3 than an Audi SUV. LxWxH 4388x1831x1608 Kerb weight 1385kg					
1.5 35 TFSI	148	128-131	9.2-9.6	36.7-37.7	169-176
2.0 40 TFSI quattro	187	136	7.4	30.4-30.7	208-210
2.0 45 TFSI quattro	227	144	6.3	31.0	205-207
2.0 35 TDI	148	128	9.2	44.1-44.8	165-167
2.0 35 TDI quattro	148	131	9.3	39.2-40.9	182-188
2.0 40 TDI quattro	188	137	8.0	37.7	196-197

Q3 Sportback 5dr SUV £36,365-£48,765 ★★★★★					
A more sporting take on the compact SUV, with similarly stable handling. LxWxH 4500x1856x1567 Kerb weight 1460kg					
1.5 35 TFSI	148	126	9.6	47.9-48.7	134-132
2.0 45 TFSI quattro	227	144	6.5	37.7	171
2.0 35 TDI	148	126	9.3	50.4-51.4	148-146

Q5 5dr SUV £42,095-£55,035 ★★★★★					
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. LxWxH 4663x1893x1659 Kerb weight 1720kg					
2.0 45 TFSI quattro	242	147	6.4	30.4-32.5	198-211
2.0 40 TDI quattro	187	136	8.1	36.2-38.2	193-204
2.0 50 TFSI e	249	148	6.1	128.4	49
3.0 V6 TDI SQ5 quattro	342	155	5.1	TBC	TBC

Q7 5dr SUV £54,070-£95,060 ★★★★★					
Unengaging to drive and light on feel, but the cabin is both huge and classy. LxWxH 5052x1968x1740 Kerb weight 2060kg					
3.0 V6 45 TDI quattro	228	142	7.3	32.5-33.6	220-228
3.0 V6 50 TDI quattro	282	162	6.3	32.1-33.2	221-231
4.0 V8 SQ7 TDI	429	155	4.8	37.2	200

Q8 5dr SUV £67,760-£104,990 ★★★★★					
Striking and effective coupé-SUV range-topper leaves us wanting more. LxWxH 4986x1995x1705 Kerb weight 2145kg					
3.0 V6 55 TFSI quattro	335	155	5.9	26.2-25.7	246-249
3.0 V6 50 TDI quattro	282	162	6.3	32.5-32.8	225-228
4.0 V8 SQ8 TDI	429	155	4.8	36.2	205

TT 2dr coupé £32,140-£53,905 ★★★★★					
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. LxWxH 4191x1966x1376 Kerb weight 1365kg					
2.0 40 TFSI	194	165	6.6	40.9	155-156
2.0 45 TFSI	242	155	5.8-5.9	39.8	161-162
2.0 45 TFSI quattro	242	155	5.2	35.3	181-182
2.0 TTS	302	155	4.5	34.9-35.3	182-183
2.5 TTRS	395	155	3.7	30.7-31.0	207-209

TT Roadster 2dr open £33,890-£55,655 ★★★★★					
Plenty of pace and driver reward, along with prestige and design-icon style. LxWxH 4191x1966x1355 Kerb weight 1455kg					
2.0 40 TFSI	194	155	6.9	39.8	160-162
2.0 45 TFSI	242	155	6.0-6.1	38.7	165-166
2.0 45 TFSI quattro	242	155	5.5	34.0-34.4	187-188
2.0 TTS	302	155	4.8	34.0	187-188
2.5 TTRS	395	155	3.9	29.7-30.1	213-215

R8 2dr coupé £128,295-£154,195 ★★★★★					
Usable but no less involving or dramatic for it. V10 is deliciously brutal. LxWxH 4426x1940x1240 Kerb weight 1590kg					
5.2 V10 FSI quattro	532	198	3.5	21.4-21.6	297-298
5.2 V10 FSI Plus quattro	601	205	3.2	21.2-21.4	299-301

R8 Spyder 2dr open £136,985-£162,885 ★★★★★					
Taking the roof off the R8 enhances the drama tenfold. LxWxH 4426x1940x1245 Kerb weight 1680kg					
5.2 V10 FSI quattro	532	197	3.6	21.2	301-302
5.2 V10 FSI Plus quattro	601	204	3.3	20.9-21.1	304-305

BAC					
MONO 0dr open £165,125 ★★★★★					
An F-22 Raptor for the road, only significantly better built.					

Power (bhp)					
Top speed (mph)					
0-60/0-200mph					
Economy (mpg)					
CO2 (g/km)					
LxWxH 3952x1836x1110 Kerb weight 580kg	305	170	2.8	TBC	TBC
2.5 VVT					

BENTLEY					
Continental GT 2dr coupé £148,800-£159,900 ★★★★★					
Refined and improved in every area, making the Conti a superb grand tourer. LxWxH 4850x1966x1405 Kerb weight 2244kg					
4.0 V8	542	198	3.9	TBC	TBC
6.0 W12	626	207	3.6	24.1	308

Continental GTC 2dr open £163,700-£176,000 ★★★★★					
Immensely capable and refined open-top cruiser with effortless performance. LxWxH 4850x2187x1399 Kerb weight 2414kg					
4.0 V8	542	198	4.0	TBC	TBC
6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon £234,000-£280,500 ★★★★★					
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. LxWxH 5575x1926x1521 Kerb weight 2685kg					
6.75 V8	505	184	5.1-5.3	17.4	365
6.75 V8 Speed	530	190	4.9	17.4	365

Bentayga 5dr SUV £130,500-£182,200 ★★★★★					
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. LxWxH 5140x1998x1742 Kerb weight 2505kg					
4.0 V8	542	171	4.5	21.7	296
6.0 W12 Speed	626	190	3.9	TBC	308

BMW					
1 Series 5dr hatch £24,430-£36,430 ★★★★★					
May not drive like a traditional BMW but delivers on upmarket hatch values. LxWxH 4319x1799x1434 Kerb weight 1365kg					
118i	138	132	8.5	40.9-45.6	114-121
M135i xDrive	302	155	4.8	34.4-35.8	155-157
116d	114	TBC	10.1-10.3	54.3-61.4	103
118d	148	134	8.4-8.5	54.3-57.6	108-111
120d xDrive	187	TBC	7.0	48.7-58.3	117-119

2 Series 2dr coupé £25,765-£53,260 ★★★★★					
A proper compact coupé now. Could be better equipped, however. LxWxH 4432x1774x1418 Kerb weight 1420kg					
218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open £28,965-£43,085 ★★★★★					
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. LxWxH 4432x1774x1413 Kerb weight 1440kg					
218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch £25,565-£37,550 ★★★★★					
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. LxWxH 4432x1800x1555 Kerb weight 1360kg					
218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV £27,470-£37,750 ★★★★★					
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. LxWxH 4556x1800x1608 Kerb weight 1475kg					
218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon £32,565-£48,555 ★★★★★					
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. LxWxH 4709x1827x1442 Kerb weight 1450kg					
320i	181	146	7.1	41.5-43.5	124-127
330i	254	155	5.8	38.2-41.5	134-139
330e	288	155	5.9	188.3-201.8	37-38
M340i xDrive	369	155	4.4	34.0-34.9	162
318d	148	132	8.3-8.4	52.3-55.4	109-116
320d	187	146	6.8-7.1	49.6-56.5	110-118
320d xDrive	187	144	6.9	47.1-49.6	119-121
330d	263	155	5.5	44.1-47.9	133-138
330d xDrive	263	155	5.1	42.2-47.1	136-140

	Power (bhp)	Top speed (mph)	0-60/0-200mph	Economy (mpg)	CO2 (g/km)
3 Series Touring 5dr estate £35,235-£48,765 ★★★★★					
Towering everyday appeal. Arguably the best all-rounder sensible money can buy. LxWxH 4620x1811x1430 Kerb weight 1565kg					
330i	254	155	5.9	39.2-40.4	139-146
320d	188	142	7.1-7.9	49.6-50.4	115-121
320d xDrive	188	142	7.4	47.9-51.4	121-124
330d xDrive	261	155	5.4	42.8-43.5	142-146

	power (bhp)	Top speed (mph)	0-60/0-127mph	Economy (mpg)	CO ₂ (g/km)
CADILLAC					
CTS-V 4dr saloon £85,428 ★★★★★					
Eat your heart out, Germany - but lacks handling finesse of its European rivals. LxWxH 5050x1863x1447 Kerb weight 1850kg					
6.2 V8 RWD	640	199	3.7	TBC	TBC
Escalade 5dr SUV £93,260 ★★★★★					
Cadillac's luxury SUV remains too large and ungainly for the UK. LxWxH 5179x2061x1896 Kerb weight 2635kg					
6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC
CATERHAM					
Seven 2dr open £26,490-£53,885 ★★★★★					
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. LxWxH TBC Kerb weight 490kg					
1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC
CHEVROLET					
Camaro 2dr coupé/convertible £35,770-£47,850 ★★★★★					
An affordable American muscle car, but LHD only and less usable and unrefined. LxWxH 4784x1897 Kerb weight 1539kg					
2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC
Corvette 2dr coupé/open £72,945-£100,305 ★★★★★					
LHD only and less usable and less able than rivals, but disarming and inimitable. LxWxH 4492x1872x1239 Kerb weight 1539kg					
6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC
CITROEN					
C-Zero 5dr hatchback £20,520 ★★★★★					
Well-engineered electric city car, but too expensive and lacks the range of rivals. LxWxH 3475x1475x1600 Kerb weight 1120kg					
Electric	64	80	15.9	TBC	0
C1 3dr hatch/5dr hatch £10,140-£14,110 ★★★★★					
Slightly cheaper than its Toyota sibling but less visually charming. LxWxH 3455x1615x1460 Kerb weight 855kg					
1.0 VTi 72	71	99	12.6	TBC	TBC
C3 5dr hatchback £13,050-£19,310 ★★★★★					
Funky, fresh look gives a lease of life, shame that underneath isn't the same. LxWxH 3996x1749x1474 Kerb weight 976kg					
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHdi 100	96	115	10.6	TBC	TBC
C3 Aircross 5dr hatchback £16,655-£21,245 ★★★★★					
Funky-looking C3 gets a jacked-up, rugged SUV look. LxWxH 4155x1765x1637 Kerb weight 1088kg					
1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHdi 100	96	109	12.8	TBC	TBC
C4 Cactus 5dr hatchback £19,070-£23,335 ★★★★★					
Interesting and novel to look at but flawed to drive. LxWxH 4157x1729x1480 Kerb weight 965kg					
1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC
1.6 BlueHdi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHdi 120	118	125	8.7	TBC	TBC
C4 Spacetourer 5dr MPV £22,780-£31,270 ★★★★★					
Plushness and an improved dynamic make for a better car. LxWxH 4438x1826x1610 Kerb weight 1280kg					
1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHdi 130	126	130	10.4	TBC	TBC
1.6 BlueHdi 160	158	131	8.9	TBC	TBC
Grand C4 Spacetourer 5dr MPV £24,880-£33,070 ★★★★★					
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. LxWxH 4602x1826x1638 Kerb weight 1297kg					
1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHdi 130	126	130	11.3	TBC	TBC
1.6 BlueHdi 160	158	130	9.2	TBC	TBC
C5 Aircross 5dr SUV £23,830-£32,730 ★★★★★					
Smooth-riding SUV has an easy-going nature, but not the most dynamic. LxWxH 4500x1859x1670 Kerb weight 1530kg					
1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHdi 130	129	117	10.4	TBC	TBC
1.5 BlueHdi 180	174	131	8.6	TBC	TBC
Berlingo 5dr MPV £19,430-£26,650 ★★★★★					
Boxy, slightly quirky and immensely practical van-based car returns to top form. LxWxH 4403x1921x1849 Kerb weight 1398kg					
1.2 PureTech 110	108	109	11.5	37.5-42.4	TBC
1.5 BlueHdi 75	75	95	16.5	TBC	TBC
1.5 BlueHdi 100	101	109	12.3	TBC	TBC
1.5 BlueHdi 130	128	116	10.3	TBC	TBC
CUPRA					
Ateca 5dr hatch £35,900-£41,175 ★★★★★					
First model from Seat's stand-alone performance brand has decent pace and precision. LxWxH 4376x1814x1615 Kerb weight 1615kg					
2.0 TSi 300	296	153	5.2	TBC	TBC
DACIA					
Sandero 5dr hatch £6995-£11,595 ★★★★★					
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. LxWxH 4069x1733x1519 Kerb weight 969kg					
1.0 ScE 75	71	98	14.2	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC
1.5 dci 95	93	111	11.9	TBC	TBC
Sandero Stepway 5dr hatch £9195-£12,055 ★★★★★					
A more expensive and slightly more rugged cheap car - but still limited. LxWxH 4089x1761x1555 Kerb weight 1040kg					
1.0 ScE 75	73	98	15.1	TBC	TBC
0.9 TcE 90	87	104	11.1	TBC	TBC
1.5 dci 95	93	106	13	TBC	TBC
Logan MCV 5dr estate £8495-£13,095 ★★★★★					
Lacks its stablemates' charms but retains their cheapness. LxWxH 4501x1733x1552 Kerb weight 980kg					
1.0 ScE 75	71	98	14.7	TBC	TBC
0.9 TcE 90	87	109	11.1	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/0-127mph	Economy (mpg)	CO ₂ (g/km)
1.5 dCi 95	93	111	11.8	TBC	TBC
Logan MCV Stepway 5dr estate £12,695-£15,155 ★★★★★					
Given a rugged makeover but still lacks charm. Extremely practical, though. LxWxH 4528x1761x1559 Kerb weight 1090kg					
0.9 TcE 90	87	106	12.4	TBC	TBC
1.5 dCi 95	93	111	13.0	TBC	TBC
Duster 5dr SUV £10,995-£19,955 ★★★★★					
A value champion. If cheap family transport is what you require, the Duster delivers. LxWxH 4315x2000x1625 Kerb weight 1147kg					
1.0 TcE 100 4x2	99	105	12.5	TBC	TBC
1.3 TcE 130 4x2	128	118	11.1	TBC	TBC
1.3 TcE 150 4x4	148	121	10.6	TBC	TBC
1.5 dCi 115 4x2	111	111	10.5	TBC	TBC
1.5 dCi 115 4x4	111	108	12.1	TBC	TBC
DS					
3 3dr hatch/2dr open £19,480-£23,480 ★★★★★					
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. LxWxH 3948x1715x1483 Kerb weight 1090kg					
1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC
3 Crossback 5dr SUV £24,555-£34,705 ★★★★★					
First foray into compact SUVs comfortably competes with more established rivals. LxWxH 4118x1802x1534 Kerb weight 1205kg					
1.2 PureTech 100	98	112	10.9	46.0-52.0	TBC
1.2 PureTech 130	128	124	9.2	42.2-47.1	TBC
1.2 PureTech 155	153	129	8.2	41.7-45.7	TBC
1.5 BlueHDi 100	98	112	11.4	54.4-62.7	TBC
7 Crossback 5dr SUV £27,435-£44,120 ★★★★★					
DS's first premium SUV certainly has the right price tag, equipment and appeal. LxWxH 4570x1895x1620 Kerb weight 1420kg					
1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC
FERRARI					
Portofino 2dr open £166,551 ★★★★★					
The entry-level Ferrari has the power, the looks and the touring ability. LxWxH 4586x1938x1318 Kerb weight 1664kg					
3.9T V8	591	199	3.5	14.7-28.0	230-436
488 2dr coupé/open £197,418-£278,850 ★★★★★					
Calm ride mixed with explosive performance. LxWxH 4568x1952x1213 Kerb weight 1475kg					
3.9T V8 6TB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430
F8 Tributo 2dr coupé £203,476 ★★★★★					
The last hurrah for the pure internal combustion V8-powered mid-engined Ferrari. LxWxH 4611x1979x1206 Kerb weight 1435kg					
3.9T V8 Tributo	710	211	2.9	TBC	TBC
GTCl4 Lusso 2dr coupé £200,890-£243,126 ★★★★★					
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. LxWxH 4922x1980x1383 Kerb weight 1865kg					
3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648
812 Superfast 2dr open £263,033 ★★★★★					
More powerful than the F12, but with better road manners making it the star of the range. LxWxH 4657x1971x1276 Kerb weight 1630kg					
6.5 V12	777	211	2.9	11.2-20.0	320-572
FIAT					
500 3dr hatch/2dr open £12,165-£20,995 ★★★★★					
Super desirable, super-cute city car. Pleasant, if not involving to drive. LxWxH 3571x1627x1488 Kerb weight 865kg					
1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC
500L 5dr MPV £17,910-£18,210 ★★★★★					
A costly option but has some style to fill out some of its missing substance. LxWxH TBC Kerb weight TBC					
1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC
500X 5dr hatch £18,500-£24,700 ★★★★★					
Familiar styling works rather well as a crossover. Drives okay, too. LxWxH 4248x1796x1600 Kerb weight TBC					
1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC
Panda 5dr hatch £10,080-£16,580 ★★★★★					
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. LxWxH 3653x1643x1551 Kerb weight 940kg					
1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC
Tipo 5dr hatch £14,905-£19,575 ★★★★★					
A 90s reboot that has been on a diet. Decent to drive and ample interior space. LxWxH 4368x1792x1495 Kerb weight 1195kg					
1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet 11 120	118	124	9.8-10.2	48.7-51.4	TBC
Tipo Station Wagon 5dr estate £15,905-£17,905 ★★★★★					
Estate version is more practical, which mixes well with its driving characteristics. LxWxH 4571x1792x1514 Kerb weight 1205kg					
1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet 11 120	118	124	10.1-10.4	48.7-50.4	TBC

NEW CAR PRICES

	Power (bhp)		Top speed (mph)		0-60/62mph		Economy (mpg)		CO ₂ (g/km)	
1.0 T-GDI 120 2WD	118	112	12.0	44.1-44.8	TBC					
1.6 T-GDI 177PS 4WD	175	127	7.9	34.0-33.6	TBC					
1.6 CRDI 115 2WD	113	114	10.7	55.4-56.5	TBC					
1.6 CRDI 136 2WD	134	119	10.2	52.3	TBC					
Electric 39kWh	134	96	9.6	TBC	0					
Electric 64kWh	201	104	7.6	TBC	0					

Nexo 5dr SUV £65,995 ★★★★★
Impressive effort that heads in the right direction for fuel cell cars.
LxWxH 4670x2060x1640 **Kerb weight** 1814kg
95kW fuel cell 161 130 9.6 42mpkg 0

Tucson 5dr SUV £22,045-£34,945 ★★★★★					
Classy, roomy cabin and predictable handling. A very competitive SUV. LxWxH 4475x1850x1650 Kerb weight 1379kg					
1.6 GDI 132PS	130	113	11.5	35.3	TBC
1.6 T-GDI 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDI 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDI 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDI 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425-£43,295 ★★★★★					
Another big Korean SUV with lots of space for not a lot of cash. Slack and comfy. LxWxH 4700x1880x1675 Kerb weight 1939kg					
2.2 CRDI 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDI 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

JAGUAR					
XE 4dr saloon £31,505-£45,840 ★★★★★					
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. LxWxH 4672x1967x1416 Kerb weight 1450kg					
2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950-£53,035 ★★★★★					
Outstandingly broad-batted dynamically, plus a pleasant cabin. LxWxH 4954x1987x1457 Kerb weight 1545kg					
2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	155	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390-£55,035 ★★★★★					
Superb XF is now available in the more practical Sportbrake form. It's a win-win. LxWxH 4954x1987x1496 Kerb weight 1660kg					
2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360-£83,105 ★★★★★					
Mixes dynamism and refinement so well, but not as spacious or cossetting as some. LxWxH 5130x1899x1460 Kerb weight 1835kg					
3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925-£113,085 ★★★★★					
A full-blooded assault on Porsche's backyard, with noise, power and beauty. LxWxH 4482x1923x1311 Kerb weight 1525kg					
2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 RAWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405-£118,575 ★★★★★					
Costs serious money, but you get a serious car with a likeable wild side. LxWxH 4482x1923x1308 Kerb weight 1545kg					
2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 RAWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930-£46,060 ★★★★★					
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? LxWxH 4411x1984x1649 Kerb weight 1775kg					
2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520-£74,835 ★★★★★					
Credible first SUV effort is as refined and dynamic as a Jaguar should be. LxWxH 4746x2070x1667 Kerb weight 1690kg					
2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495-£74,995 ★★★★★					
Fast, refined and the first of its kind from a European manufacturer. LxWxH 4682x1895x1558 Kerb weight 2133kg					
EV400	398	124	4.5	TBC	0

JEEP					
Compass 5dr SUV £23,755-£35,325 ★★★★★					
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. LxWxH 4394x2033x1629 Kerb weight 1430kg					
1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 AWD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 AWD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 AWD	167	122	9.5	TBC	TBC

Renegade 5dr SUV £23,500-£31,400 ★★★★★					
Middling compact crossover with chunky looks but no obvious charm. LxWxH 4236x1805x1667 Kerb weight 1346kg					
1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★★★★					
Hamstrung by poor UK specification. Uninspiring but practical and roomy. LxWxH 4624x1859x1670 Kerb weight 1738kg					
2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★★★					
The best Jeep on sale by some margin. Comfortable and well-equipped. LxWxH 4828x1943x1792 Kerb weight 2266kg					
3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865-£48,365 ★★★★★					
Heavy-duty off-roader goes anywhere, but lacks on-road manners. LxWxH 4223x1873x1840 Kerb weight 1827kg					
2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA					
Picanto 5dr hatch £9720-£14,720 ★★★★★					
Nice drive and cabin, but now overshadowed by rivals. LxWxH 3595x1406x1485 Kerb weight 935kg					
1.0 MPI	66	100	13.8	49.6-50.4	127-129
1.0 T-GDI	99	112	10.1	48.7	133
1.25 MPI	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220-£18,010 ★★★★★					
Looks great and is well-priced, but nowhere near its European rivals. LxWxH 4065x1725x1445 Kerb weight 1155kg					
1.0 T-GDI 99	99	115	10.3	48.7	132-133
1.0 T-GDI 118	118	118	9.8	44.8-47.1	137-142
1.25 MPI	83	107	12.5	45.6-46.3	138-140
1.4 MPI	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295-£27,185 ★★★★★					
Third-generation hatchback can now compete for class honours. LxWxH 4310x1800x1447 Kerb weight 1315kg					
1.0 T-GDI 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDI 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDI 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295-£28,600 ★★★★★					
All of the above, but with cavernous, more practical load space. LxWxH 4600x1800x1465 Kerb weight 1389kg					
1.0 T-GDI 118	118	118	10.9	47.1	136-137
1.4 T-GDI 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDI 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,840-£28,140 ★★★★★					
Alluring and interesting, but not quite as special to drive as it looks. LxWxH 4605x1800x1422 Kerb weight 1405kg					
1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725-£30,495 ★★★★★					
Looks divide opinion. Better value now but still hardly the best option. LxWxH 4140x1800x1600 Kerb weight 1275kg					
1.6 GDI 130	130	115	10.6	TBC	TBC
1.6 T-GDI 201	201	122	7.5	TBC	TBC
1.6 CRDI 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260-£25,700 ★★★★★					
Looks the part but is well off the pace set by its European rivals. LxWxH 4855x1860x1465 Kerb weight 1590kg					
1.6 CRDI 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100-£38,995 ★★★★★					
Engine and finish leave it well behind rival European estates. LxWxH 4855x1860x1465 Kerb weight 1620kg					
1.6 CRDI 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDI 241	241	144	7.3	30.4	211
2.0 GDI PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435-£

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
CX-5 5dr SUV £24,795-£34,395 ★★★★★☆					
Offers powerful diesel engines and strong performance, plus a welcoming interior. LxWxH 4550x1840x1675 Kerb weight 1575kg					
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995-£25,795 ★★★★★★					
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. LxWxH 3915x1735x1225 Kerb weight 1050kg					
1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595-£29,195 ★★★★★★					
Remains perfectly poised and vibrant, even with a folding metal roof. LxWxH 3915x1735x1230 Kerb weight 1090kg					
1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN					
540C 2dr coupé £126,055 ★★★★★☆					
The affordable end of McLaren's spectrum isn't any less enthralling to drive. LxWxH 4530x2095x1202 Kerb weight 1449kg					
3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305-£164,750 ★★★★★★					
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. LxWxH 4530x2095x1202 Kerb weight 1440kg					
3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★★					
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. LxWxH 4530x2095x1201 Kerb weight 1498kg					
3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★★					
Lighter, faster and more athletic than the 570S. McLaren at its very best. LxWxH 4604x2095x1191 Kerb weight 1356kg					
3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★★					
The start of an era for McLaren and what a way to begin it is. LxWxH 4543x2059x1196 Kerb weight 1419kg					
4.0 V8	710	212	2.9	23.2	276

GT 2dr coupé £163,000 ★★★★★★					
Woking's most user-friendly car to date is still a McLaren first and foremost. LxWxH 4683x2095x1213 Kerb weight 1530kg					
4.0 V8	612	203	3.2	23.7	270

Senna 2dr coupé £750,000 ★★★★★★					
Astounding circuit performance made superbly accessible. LxWxH 4744x2155x1229 Kerb weight 1309kg					
4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ					
A-Class 5dr hatch £23,075-£35,580 ★★★★★☆					
A little bit of luxury in a desirable, hatchback-sized package. LxWxH 4419x1992x1440 Kerb weight 1445kg					
1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	165	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

A-Class Saloon 4dr saloon £26,725-£36,485 ★★★★★☆					
Larger, more grown-up A-Class adds premium touch to smallest Merc saloon. LxWxH 4549x1796x1446 Kerb weight 1465kg					
1.3 A180	133	134	8.9	42.8-48.7	TBC
1.3 A200	161	143	8.1-8.3	42.8-48.7	TBC
2.0 A220	188	150	7.0	38.2-42.2	TBC
2.0 A220 4Matic	188	147	7.0	36.2-40.9	TBC
2.0 A250	222	155	6.3	38.2-42.2	TBC
2.0 AMG A35	302	155	4.8	32.9-36.7	TBC
1.5 A180d	114	128	10.6	56.5-64.2	TBC

B-Class 5dr hatch £26,975-£32,375 ★★★★★☆					
A slightly odd prospect, but practical and classy nonetheless. LxWxH 4393x1786x1557 Kerb weight 1395kg					
1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845-£75,733 ★★★★★☆					
Merc ramps up the richness, but the engines and dynamics aren't refined enough. LxWxH 4686x1810x1442 Kerb weight 1450kg					
1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045-£79,528 ★★★★★☆					
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. LxWxH 4702x1810x1457 Kerb weight 1495kg					
1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285-£78,023 ★★★★★☆					
Nice balance of style, usability and driver reward. LxWxH 4696x1810x1405 Kerb weight 1505kg					
1.6 C180	156	140	8.5	35.3-42.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300d	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104-£93,036 ★★★★★☆					
Take all the good bits about the coupe and add the ability to take the roof off. Bingo. LxWxH 4686x1810x1409 Kerb weight 1645kg					
1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065-£94,725 ★★★★★☆					
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. LxWxH 4940x1852x1452 Kerb weight 1680kg					
2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300de	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065-£96,725 ★★★★★☆					
Far more practical than its rivals, but pricier and less sporty than those closest to it. LxWxH 4933x1852x1475 Kerb weight 1780kg					
2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370-£64,740 ★★★★★☆					
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. LxWxH 4846x1860x1431 Kerb weight 1685kg					
2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865-£69,235 ★★★★★☆					
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. LxWxH 4846x1860x1429 Kerb weight 1780kg					
2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285-£189,260 ★★★★★★					
Mercedes has given the S-Class a refresh and an added boost of tech. LxWxH 5141x1905x1498 Kerb weight 1970kg					
3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S600e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875
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	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
1.5 dCi 110	108	109	11.2	49.6	TBC
Qashqai 5dr SUV £19,995-£31,145 ★★★★★					
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. LxWxH 4394x1806x1590 Kerb weight 1331kg					
1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 dCi 150	148	119	9.5	46.4-50.2	TBC

X-Trail 5dr SUV £29,930-£37,525 ★★★★★					
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. LxWxH 4640x1820x1710 Kerb weight 1505kg					
1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z 2dr coupé £29,805-£40,305 ★★★★★					
Old-school and profoundly mechanical coupé. The Healey 3000 of today - but meaner. LxWxH 4265x1845x1315 Kerb weight 1496kg					
3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R 2dr coupé £81,995-£151,995 ★★★★★					
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. LxWxH 4710x1895x1370 Kerb weight 1725kg					
3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE					
M600 2dr coupé £248,000-£287,600 ★★★★★					
Deliciously natural and involving, a bit ergonomically flawed. LxWxH TBC Kerb weight 1198kg					
4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT					
10n 5dr hatch £20,534 ★★★★★					
Good electric powertrain; looks extremely old hat against better EV rivals. LxWxH 3474x1475x1608 Kerb weight 1120kg					
47kW	62	81	15.9	TBC	0

108 3dr/5dr hatch £9690-£14,985 ★★★★★					
Sister car to the Aygo - and a distant second to most city car rivals. LxWxH 3475x1615x1460 Kerb weight 840kg					
1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 3dr/5dr hatch £14,900-£18,735 ★★★★★					
A big improvement for Peugeot, if not for the supermini class. LxWxH 3475x1615x1460 Kerb weight 1065kg					
1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDI 100	102	117	10.7	55.6-67.7	TBC

308 5dr hatch £20,000-£29,920 ★★★★★					
Classy all-round appeal makes it a serious contender, but rear space is a little tight. LxWxH 4253x1804x1457 Kerb weight 1190kg					
1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDI 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDI 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDI 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW 5dr estate £20,950-£29,330 ★★★★★					
Estate bodystyle enjoys the classy appeal of the hatchback. LxWxH 4585x1563x1472 Kerb weight 1190kg					
1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDI 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDI 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 4dr saloon £25,039-£37,439 ★★★★★					
Stylish and likeable but lacking the polish of more premium rivals. LxWxH 4750x1859x1430 Kerb weight 1535kg					
1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	223	155	7.1	36.3-39.8	TBC
1.5 BlueHDI 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDI 180	174	146	8.0	45.0-50.6	TBC

508 SW 5dr estate £26,845-£40,944 ★★★★★					
Bodystyle takes the edge off the 508's style yet doesn't fully address practicality. LxWxH 4778x1859x1420 Kerb weight 1430kg					
1.6 PureTech 180	178	140	8.0	38.0-41.8	156
1.6 PureTech 225	223	153	7.4	36.3-39.8	167
1.5 BlueHDI 130	128	129	9.9-10.1	51.4-59.8	128-131
2.0 BlueHDI 160	159	140	8.5	45.2-51.1	149

2008 5dr SUV £17,730-£24,490 ★★★★★					
Efficient and well-mannered but facelift still leaves it short on space and style. LxWxH 4159x1829x1556 Kerb weight 1045kg					
1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDI 100	96	112	11.3	TBC	TBC
1.6 BlueHDI 120	116	119	9.6	52.9-58.2	TBC

3008 5dr SUV £24,575-£36,845 ★★★★★					
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. LxWxH 4447x2098x1624 Kerb weight 1250kg					
1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDI 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDI 180	175	131	8.9	42.3-47.1	TBC

5008 5dr SUV £26,725-£38,995 ★★★★★					
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. LxWxH 4641x1844x1640 Kerb weight 1511kg					
1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDI 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDI 180	175	131	9.1	42.3-47.1	TBC

PORSCHE					
718 Boxster 2dr open £46,651-£73,405 ★★★★★					
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. LxWxH 4379x1801x1280 Kerb weight 1335kg					
2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.7-5.3	31.4-32.8	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC
4.0 Spyder	414	187	4.4	25.7	TBC

718 Cayman 2dr coupé £44,790-£75,348 ★★★★★					
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. LxWxH 4379x1801x1295 Kerb weight 1335kg					
2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.0 T	296	170	4.9-5.3	31.4-32.8	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC
4.0 GT4	414	188	4.4	25.7	TBC

911 2dr coupé £82,793-£98,418 ★★★★★					
Wider, eighth-generation 911 is still eminently fast, and capable at all speeds. LxWxH 4519x1852x1300 Kerb weight 1565kg					
3.0 Carrera	380	182	4.0	26.6-28.5	TBC
3.0 Carrera 4	380	180	4.0	26.2-28.2	TBC
3.0 Carrera S	444	191	3.5	27.2-28.5	TBC
3.0 Carrera 4S	444	190	3.4	25.7-27.2	TBC

911 Cabriolet 2dr open £92,438-£108,063 ★★★★★					
Fewer compromises than ever, if rewarding only at full attack. LxWxH 4519x1852x1297 Kerb weight 1585kg					
3.0 Carrera	380	180	4.2	26.2-28.0	TBC
3.0 Carrera 4	380	179	4.2	25.9-27.7	TBC
3.0 Carrera S	444	190	3.7	26.4-28.0	TBC
3.0 Carrera 4S	444	188	3.6	25.0-26.6	TBC

Panamera 4dr saloon £72,890-£149,537 ★★★★★					
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. LxWxH 5049x1937x1423 Kerb weight 1815kg					
3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo 5dr estate £75,037-£142,279 ★★★★★					
The Panamera in a more practical form, and now it's a good-looking beast. LxWxH 5049x1937x1428 Kerb weight 1880kg					
3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Taycan 4dr saloon £115,858-£138,826 ★★★★★					
First all-electric Porsche shows the rest of the world how it should be done. LxWxH 4963x1966x1381 Kerb weight 2305g					
Turbo	671	161	3.2	TBC	0
Turbo S	751	161	2.8	TBC	0

Macan 5dr SUV £46,913-£68,530 ★★★★★					
Spookily good handling makes this a sports utility vehicle in the purest sense. LxWxH 4692x1923x1624 Kerb weight 1770kg					
2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC
3.0 V6 Turbo	434	167	4.3	23.5-24.8	TBC

Cayenne 5dr SUV £57,195-£123,349						★★★★★		
Refreshed look, improved engines, interior and a better SUV overall. LxWxH 4918x1983x1696 Kerb weight 1985kg								
3.0 V6	335	152	6.2	22.2-24.1	TBC			
3.0 V6 E-hybrid	466	157	5.0	60.1-72.4	TBC			
2.9 V6 S	428	164	5.2	TBC	TBC			
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC			
4.0 V8 SE Hybrid	671	183	3.8	52.3-58.9	TBC			

GREATEST ROAD TESTS OF ALL TIME



PORSCHE 911 TURBO (930)

TESTED 20.9.75

The first iteration of the ‘everyday supercar’ paved the way for the seminal 911 Turbo. We look back at our first taste of the recipe 45 years ago.

The 3.0-litre engine in the original 911 Turbo – named the 930 – was strong, but turbo lag was a problem until 3800rpm. Once the turbo was awake and spinning, however, power delivery was intense and linear (50-70mph took just 2.5sec), as well as incredibly smooth for the time, thanks to Bosch’s advanced mechanical fuel injection.

Revised suspension settings in the form of increased camber and stiffer anti-roll and torsion bars increased the weight of the 911’s steering but also improved accuracy and stability while reducing kickback.

The 911’s typical handling traits remained, with the Turbo understeering under power and snapping quickly to oversteer mid-corner if provoked. Body control was good, even if the ride was on the firm side, and the brakes were strong, requiring good pedal pressure to get the best out of them. An excellent seating position and a comfortable interior meant the Turbo was a relaxing but devastatingly quick tool in which to cover miles, even if the straightforward finish didn’t match the price tag of nearly £15,000.

FOR Turbo torque, strong brakes, seating position
AGAINST Heavy steering, turbo lag



FACTFILE

Price £14,749 Engine 6 cyls horizontally opposed, 2994cc, petrol, turbo Power 260bhp at 5500rpm Torque 253lb ft at 4000rpm 0-60mph 6.1sec 0-100mph 14.5sec Standing quarter mile 14.7sec, 101mph 50-0mph na 60-0mph na 70-0mph na Top speed 153mph Economy 18.5mpg

WHAT HAPPENED NEXT...

The 930 went on to form the basis of the Le Mans-winning 935 and sparked the technology present in the technical tour de force that was the 959. Further iterations of the 911 Turbo received four-wheel drive and twin turbochargers, as well as moving from air- to water-cooling in 2000 with the introduction of the 996 generation.

	Power (bhp)	Top speed (mph)	0-60/0-120mph	Economy (mpg)	CO ₂ (g/km)
SMART					
Fortwo 3dr hatch/open	£21,195-£23,930	★★★★☆			
Pricey, EV-only two-seater has urban appeal but is short on performance. LxWxH 2695x1663x1555 Kerb weight 1085kg					
Electric Drive	79	81	11.5-11.8	TBC	0

Forfour 5dr hatch	£21,690-£22,285	★★★★☆			
Four doors give the Smart more mainstream practicality. Still expensive, though. LxWxH 3495x1665x1554 Kerb weight 1200kg					
Electric Drive	79	81	12.7	TBC	0

SSANGYONG					
Tivoli 5dr SUV	£14,495-£21,495	★★★★☆			
Trails the Duster as the best-value small crossover – but not by much. LxWxH 4195x1795x1590 Kerb weight 1270kg					
1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC

Tivoli XLV 5dr SUV	£19,745-£22,245	★★★★☆			
Now grown in size for more practicality but that doesn’t increase the Tivoli’s appeal. LxWxH 4440x1798x1635 Kerb weight 1405kg					
1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC

Korando 5dr SUV	£19,995-£31,995	★★★★☆			
Competitive towing capabilities and generous kit, but still lacks dynamics. LxWxH 4450x1870x1629 Kerb weight 1610kg					
1.5 6dI-Turbo	161	118-120	12.0	TBC	TBC
1.6L 2WD	133	112	12.0	48.7	TBC
1.6L 4WD	133	112	12.0	43.5	TBC

Musso 5dr SUV	£25,131-£35,031	★★★★☆			
Practical pick-up has a refined engine and direct steering, but ride needs refinement. LxWxH 5095x1950x1840 Kerb weight 2155kg					
2.2d 181	178	115-121	12.2	TBC	TBC

Rexton 5dr SUV	£28,995-£38,995	★★★★☆			
A vast improvement. Better on the road but without ditching its argicultural roots. LxWxH 4850x1960x1825 Kerb weight 2102kg					
2.2d 181	178	115	11.3-11.9	TBC	TBC

Turismo 5dr MPV	£21,495-£27,995	★★★★☆			
Incredibly ungainly but offers huge real estate for the money. LxWxH 5130x1915x1850 Kerb weight 2115kg					
2.2d 178	175	108-116	TBC	TBC	TBC

SUBARU					
Impreza 5dr hatch	£24,310-£25,010	★★★★☆			
Appealing hatchback has been steadily improved but still feels old-fashioned. LxWxH 4415x1740x1465 Kerb weight 1374kg					
1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC

Levorg 5dr estate	£30,010	★★★★☆			
Impressively practical but only offered with an automatic gearbox and one trim. LxWxH 4690x1780x1490 Kerb weight 1568kg					
1.6i	167	130	8.9	TBC	TBC

XV 5dr SUV	£25,310-£28,510	★★★★☆			
No-nonsense crossover doesn’t quite make enough sense. LxWxH 4450x1780x1615 Kerb weight 1355kg					
1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC

Forester 5dr estate	£30,000-£32,500	★★★★☆			
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. LxWxH 4610x1795x1735 Kerb weight 1488kg					
2.0i 150	148	118-119	10.6-11.8	32.2	TBC

Outback 5dr estate	£29,995-£33,010	★★★★☆			
Acceptable in isolation but no class leader. LxWxH 4815x1840x1605 Kerb weight 1612kg					
2.5i	172	130	10.2	33.0	TBC

BRZ 2dr coupé	£27,025-£28,510	★★★★★			
The GT86’s half-brother looks great in Subaru blue. Cheaper, too. LxWxH 4240x1775x1320 Kerb weight 1242kg					
2.0i	197	130-140	7.6-8.2	33.3	TBC

SUZUKI					
Celerio 5dr hatch	£8999-£10,499	★★★★☆			
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. LxWxH 3600x1600x1540 Kerb weight 835kg					
1.0 K10C Dualjet	66	96	13.0	58.8	TBC

Ignis 5dr hatch	£11,849-£14,849	★★★★☆			
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. LxWxH 3700x1660x1595 Kerb weight 855kg					
1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC

Jimny 3dr SUV	£15,499-£17,999	★★★★☆			
Charming 4x4 is capable and affordable but retains its dynamic foibles. LxWxH 3645x1645x1725 Kerb weight 1135kg					
1.5 VVT	100	90	11.9	32.2-35.8	178-198

	Power (bhp)	Top speed (mph)	0-60/0-120mph	Economy (mpg)	CO ₂ (g/km)
Swift 5dr hatch	£12,499-£18,499	★★★★☆			
Given mature looks, more equipment and a hybrid powertrain, but it’s no class leader. LxWxH 3840x1735x1495 Kerb weight 890kg					
1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135

Baleo 5dr hatch	£13,249-£16,249	★★★★☆			
Suzuki’s family-sized hatchback makes use of clever little engines. LxWxH 3995x1745x1470 Kerb weight 920kg					
1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC

Vitara 5dr SUV	£16,999-£25,649	★★★★☆			
Utterly worthy addition to the class drives better than most. LxWxH 4175x1775x1610 Kerb weight 1075kg					
1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174

S-Cross 5dr SUV	£17,499-£26,099	★★★★☆			
A worthy crossover if not a class leader. Refreshed looks give a lease of life. LxWxH 4300x1785x1585 Kerb weight 1160kg					
1.0 Boosterjet	108	106-112	11.0-12.4	40.4-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141

TESLA					
Model S 5dr hatch	£82,190-£96,790	★★★★☆			
Large range makes it not only a standout EV but also the future of luxury motoring. LxWxH 4978x1963x1445 Kerb weight 2108kg					
Long range	602	155	4.1	TBC	0
Performance	602	155	2.4	TBC	0

Model 3 4dr saloon	£42,990-£56,490	★★★★☆			
Lowest-price, biggest-volume Tesla yet arrives in the UK after wooing the US. LxWxH 4694x1849x1443 Kerb weight 1726kg					
Standard range plus	235	140	5.3	TBC	0
Long range	346	145	4.4	TBC	0
Performance	449	162	3.2	TBC	0

Model X 5dr SUV	£87,190-£101,390	★★★★☆			
A genuine luxury seven-seat electric SUV which also has a large range. LxWxH 5036x2070x1684 Kerb weight 2459kg					
Long range	602	155	4.7	TBC	0
Performance	602	155	2.8	TBC	0

TOYOTA					
Avgo 3dr hatch	£9695-£14,595	★★★★☆			
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. LxWxH 3455x1615x1460 Kerb weight 840kg					
1.0 VVT-i	71	99	13.8	45.8-57.7	TBC

Yaris 5dr hatch	£13,515-£26,295	★★★★☆			
Stylish interior but ultimately a scaled-down version of bigger Toyotas. LxWxH 3495x1695x1510 Kerb weight 975kg					
1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC

C-HR 5dr SUV	£21,880-£29,170	★★★★☆			
Coupe-shaped crossover certainly turns heads and impresses on the road. LxWxH 4360x1795x1565 Kerb weight 1320kg					
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-i Hybrid	119	105	11.0	55.3-57.6	TBC

Corolla 5dr hatch	£21,300-£30,340	★★★★☆			
Rebranded hatch has rolling refinement, interior ambience and affable handling. LxWxH 4370x1790x1435 Kerb weight 1340kg					
1.2 VVT-i	114	124	9.3	39.2-44.8	128-132
1.8 VVT-i Hybrid	122	111	10.9	55.3-62.7	76-83
2.0 VVT-i Hybrid	180	111	7.9	50.4-54.2	89

Corolla Sports Tourer 5dr estate	£22,575-£30,345	★★★★☆			
More practical estate bodystyle proves just as capable with hybrid power. LxWxH 4650x1790x1435 Kerb weight 1440kg					
1.2 VVT-i	114	124	9.6	41.5-44.1	128-132
1.8 VVT-i Hybrid	122	111	11.1	57.6-62.7	76-83
2.0 VVT-i Hybrid	180	111	8.1	53.2	89

RAV4 5dr SUV	£29,635-£36,640	★★★★☆			
A solid option but ultimately outgunned by Korean competition. LxWxH 4605x1845x1675 Kerb weight 1605kg					
2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC

Land Cruiser 5dr SUV	£34,690-£54,040	★★★★☆			
A real go-anywhere vehicle. Totally rugged and available with seven seats. LxWxH 4335x1885x1875 Kerb weight 2010kg					
2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC

GT86 2dr coupé	£27,285-£31,795	★★★★☆			
Almost the most fun you can have on a limited budget. Splendid. LxWxH 4240x1775x1320 Kerb weight 1247kg					
2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC

	Power (bhp)	Top speed (mph)	0-60/0-120mph	Economy (mpg)	CO ₂ (g/km)
GR Supra 2dr coupé	£52,695-£54,000	★★★★☆			
Brings welcome muscle, fun and variety to the affordable sports car class. LxWxH 4379x1292x1854 Kerb weight 1541kg					
3.0i	335	155	4.3	34.5	TBC

Prius 5dr hatch	£24,245-£28,350	★★★★☆			
Better all round compared with its predecessors. Challenging looks, though. LxWxH 4540x1760x1470 Kerb weight 1375kg					
1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC

Prius Plug-In Hybrid 5dr hatch	£31,695-£33,895	★★★★☆			
Plug-in version is clever and appealing. Seems more comfortable in its skin. LxWxH 4645x1760x1470 Kerb weight 1530kg					
1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC

Prius+ 5dr MPV	£27,830-£30,175	★★★★☆			
Expensive, old and ugly variant of the Prius, but can carry seven. LxWxH 4645x1775x1575 Kerb weight 1500kg					
1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC

VAUXHALL					
Adam 3dr hatch	£13,850-£15,700	★★★★☆			

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
Combo Life 5dr MPV £20,130-£22,230 ★★★★★					
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. LxWxH 4403x1841x1921 Kerb weight 1430kg					
1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN					
Up 3dr/5dr hatch £9825-£23,650 ★★★★★					
It's no revolution, but VW's hallmarks are in abundance. LxWxH 3600x1428x1504 Kerb weight 926kg					
1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330-£23,155 ★★★★★					
A thorough going-over makes it more mature, but the Polo is still a bit boring. LxWxH 4053x1946x1461 Kerb weight 1105kg					
1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765-£35,635 ★★★★★					
Does exactly what everyone expects. Still the king of the family car. LxWxH 4258x1790x1492 Kerb weight 1206kg					
1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345-£36,835 ★★★★★					
Practical load-lugging estate doesn't erode the well-rounded Golf package. LxWxH 4567x1799x1515 Kerb weight 1295kg					
1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	165	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000-£29,320 ★★★★★					
Probably the least appealing member of the Golf family but still resolute. LxWxH 4338x2050x1578 Kerb weight 1335kg					
1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-50.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495-£33,575 ★★★★★					
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. LxWxH 4767x2083x1476 Kerb weight 1367kg					
1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095-£35,175 ★★★★★					
All the Passat's redeeming features in spacious, practical estate form. LxWxH 4767x2083x1516 Kerb weight 1395kg					
1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320-£40,425 ★★★★★					
VW's flagship saloon is well-made and luxurious but rather bland to drive. LxWxH 4862x1871x1450 Kerb weight 1505kg					
1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BITDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045-£30,870 ★★★★★					
Dull overall, but it's a capable MPV, well-made and hugely refined. LxWxH 4527x1829x1659 Kerb weight 1436kg					
1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC



Sharan 5dr MPV £29,115-£39,350 ★★★★★					
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. LxWxH 4854x1904x1720 Kerb weight 1703kg					
1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Cross 5dr SUV £16,995-£26,740 ★★★★★					
Compact crossover delivers a classy, substantial feel on UK roads. LxWxH 4108x1760x1584 Kerb weight 1270kg					
1.0 TSI 95	93	112	11.5	46.3-47.9	TBC
1.0 TSI 115	113	120	10.2	43.5-45.6	TBC
1.6 TDI 95	93	111	11.9	49.6-53.3	TBC

T-ROC 5dr SUV £19,270-£31,050 ★★★★★					
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. LxWxH 4234x1992x1573 Kerb weight 1270kg					
1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990-£38,790 ★★★★★					
An improvement on the previous model and will continue to sell by the bucket load. LxWxH 4486x1839x1654 Kerb weight 1490kg					
1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095-£41,040 ★★★★★					
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. LxWxH 4486x1839x1654 Kerb weight 1490kg					
1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095-£58,295 ★★★★★					
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. LxWxH 4878x2193x1717 Kerb weight 1995kg					
3.0 V6 TSI 340	335	155	5.9	24.6-25.9	TBC
3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO					
V40 5dr hatch £23,995-£29,820 ★★★★★					
Not perfect, but handsome, well-packaged, pragmatic and likeable. LxWxH 4370x2041x1470 Kerb weight 1417kg					
2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070-£29,819 ★★★★★					
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. LxWxH 4369x2041x1439 Kerb weight 1428kg					
2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,935-£56,105 ★★★★★					
Fresh-faced saloon now sits comfortably among the ranks of its German peers. LxWxH 4761x1916x1437 Kerb weight 1616kg					
2.0 T5	248	145	6.5	35.3-39.8	152-155
2.0 T8 TwinEngine	390	155	4.6	122.8-176.5	42
2.0 T8 Polestar Engineered	399	155	4.4	104.5	48

V60 5dr estate £32,410-£41,460 ★★★★★					
Spacious and comfortable, with a characterful, Scandi-cool design. LxWxH 4761x1916x1427 Kerb weight 1729kg					
2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO ₂ (g/km)
V60 Cross Country 5dr estate £38,270 ★★★★★					
Brings extra ride height, all-wheel drive and off-road body cladding. LxWxH 4784x1916x1499 Kerb weight 1792kg					
2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120-£58,555 ★★★★★					
Volvo's mid-sized exec majors on comfort, style and cruising ability. LxWxH 4963x2019x1443 Kerb weight 1665kg					
2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120-£60,555 ★★★★★					
Luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. LxWxH 4936x2019x1475 Kerb weight 1679kg					
2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020-£57,935 ★★★★★					
Volvo's large comfy estate given a jacked-up, rugged makeover.					
LxWxH 4936x2019x1543 Kerb weight 1826kg					
2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC



Matt Prior

TESTER'S NOTES



A small crossover?
We shouldn't like it,
but in this case...

Well, this is problematic. Small crossovers are dreadful, no? Boring, heavy, tall, cramped, expensive and compromised. Neither hatchback nor 4x4, they are of insufficient purity to truly be any good at one thing or another.

So, name one – any will do – and enthusiasts will dislike it, whether its maker calls it an SUV, MAV or CUV. Today, though, I present you the WTF, a difficult issue at hand in the form of the Alpine A110 SportsX concept, which has given the very same self-styled crossover doubters heart-eyed emojis for heads. I might, though I haven't quite decided, even be one of them. A pickle.

So far, the Alpine SportsX is just a design concept, it is said. (Verbally, I think it'll pay to put a pause between 'sports' and 'x' so listeners don't infer that 'Alpine SportsX' is wintry competitive bonding.) The car is claimed to be inspired by Alpine's successful rally car of the 1970s and while it's less heavily modified than a genuine new rally specification A110 – deliveries imminent, and more obviously inspired by a rally car,



1970s Alpine rally car is the inspiration

With both 'sports' and 'X' in its name, this Alpine couldn't possibly be more lifestyle

what with it actually being one – the SportsX has nevertheless been raised by 60mm and widened by 80mm. And, presumably, made heavier by an unspecified amount.

It has, and I feel slightly dirty saying this, all the traits of the compact crossover, in that it's an off-roader-alike that doesn't go off road. It has been captured in pictures with skis on its roof and wintry tyres, and with significantly more clearance between tyre and bodywork.

With both 'sports' and 'X' in its name, it couldn't possibly be more lifestyle. I imagine that in a game of 'press conference jingo bingo', Alpine would tick every box well before it reached the Q&A session: "Buyers will live active lives." Tick. "It gives a sporty driving experience." Tick. And so on.

Tall cars do not, though, often bring sporty driving experiences. And while the A110 has agility and dynamism to spare, I fear that in the same way Italy has great architecture to spare, it doesn't follow that the removal of some of it will improve things.

And yet. What is an Ariel Nomad if not an Atom crossover? Other than a car I would choose over an Atom six days out of seven, obviously? The Nomad is all of those conceptually bad things: taller than

an Atom, heavier than an Atom, and with a protective structure that significantly raises its centre of gravity. They all contribute to the relatively languid, easy-breathing dynamic qualities of the car that I find so particularly appealing.

Imagine, then, the same in a taller A110, a car made more flowing, rather than less flowing, like the A110 S has been. And add to that plumper sidewalls and a ride height that means its driver has to worry not at all about scuffs from potholes, kerbs or gravel car parks. It could be lovely.

It seems we won't find out: Alpine's announcement finishes very matter-of-factly with "this unique model is not available for sale".

Or so they say. Alpine's owner, Renault, will soon get a new boss in Luca de Meo, who brought crossovers but no sports cars to his previous company, Seat – which I wouldn't consider terribly encouraging if I were in charge of a sporty, niche outpost that had a difficult gestation and has an uncertain future.

The industry form here is notable: if people want a crossover, probably best to give them one.

GET IN TOUCH

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ESTABLISHED 1895

The Autocar



A year-round Lotus

6 October 1979

WE LAST WEEK reported the new Evora GT 410, which is intended as a more usable version of the Lotus coupé. In the 1970s, it was a similar story with the Eclat, a fastback version of the Elite shooting brake.

We ran one for a year in 1978-79, overcoming our doubts to discover a Lotus that could be used on daily duties, albeit for a lot of money. Actually, there were myriad issues, but breaking throttle linkages, loose screws, loose vacuum pipes, leaking doors, dead fans and dodgy accelerator pedals appear to have been considered perfectly acceptable for '70s exotica...

On the positive side were "impeccable road manners", including "virtually roll-free, stable and neutral cornering" and "delightfully precise steering", plus the ability to cruise in Europe "rock steady at 100mph" and get "good fuel economy" of 21.8mpg.

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AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 / RS5 » 480+ BHP (+DE-LIMIT)
AUDI RS3 / TTRS (8V MK2) » 480+ BHP
AUDI S3 / GOLF R » 378+ BHP (+DE-LIMIT)
AUDI 3.0TDI (ALL MODELS) » 315+ BHP
AUDI 3.0 BI-TDI (ALL MODELS) » 400+ BHP
AUDI Q7 / A8 4.2 TDI » 400+ BHP

BMW

F90 M5 » 750+BHP (+DELIMIT)
M2 COMPETITION » 530BHP (+DE-LIMIT)
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450+BHP
M140i / 240i / 340i / 440i » 430+BHP
M135i/M235i » 410+BHP
i8 » 415BHP
120i / 220i / 320i / 420i » 275+BHP
118D / 218D / 318D » 225BHP
120D / 220D / 320D / 420D » 40BHP
330i / 430i » 320+BHP
335i / 435i » 410+BHP
330E » 320+BHP
330D / 430D / 530D / 730D » 360BHP
335D / 435D / 535D » 395+BHP
550i / 650i » 555+BHP (+DE-LIMIT)
640D / 740D » 395BHP (+DE-LIMIT)
X530D / X630D » 360BHP

MERCEDES-BENZ

A35 AMG » 350+BHP (+DE-LIMIT)
E63S W213 » 700+BHP (+DE-LIMIT)
A45 / CLA45 AMG » 430+BHP
AMG GT / GTS » 560BHP (+DE-LIMIT)
C43 / E43 / GLC43 AMG » 455BHP
C63 / 63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP
(+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

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RR 50SC / SVO / SVR STAGE 2 » 650+BHP
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2.0 DIESEL (ALL MODELS) » 225/265BHP
VELAR 30Si6 » 420BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 / SDV6 3.0D » 305/350 BHP
DEFENDER 2.2 » 180BHP

PORSCHE

991.2 GT2 RS » 780+BHP
TURBO / S (ALL MODELS) » 750+BHP
991.2 CARRERA (ALL MODELS) » 500+BHP
991.2 CARRERA S (ALL MODELS) » 500+BHP
991.2 CARRERA GTS (ALL MODELS) » 540+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997.2 GT3 RS » 480 BHP
997 GT2 RS » 670+ BHP
997 TURBO / S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
996 TURBO / GT2 » 600+ BHP
BOXSTER / CAYMAN 718 GTS » 420+BHP
BOXSTER / CAYMAN 718 S » 420+BHP
BOXSTER / CAYMAN 718 » 380+BHP
BOXSTER / CAYMAN 981 GT4 » 430+BHP
BOXSTER / CAYMAN 981 GTS » 375+BHP
BOXSTER / CAYMAN 981 S » 345+BHP
CAYENNE TURBO 4.8 (ALL) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE / MACAN 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC

WRAITH / DAWN » 720+BHP
FERRARI 488 PISTA » 780+BHP
FERRARI 488 » 750+BHP
FERRARI PORTOFINO » 680+BHP
FERRARI LUSO T » 710+BHP
FERRARI CALI T » 680BHP
FERRARI F12 » 780+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4 /650S » 720 BHP
MCLAREN 570/S » 680+BHP
MCLAREN 600LT » 680+BHP
MCLAREN 675LT » 750BHP
MCLAREN 720S » 840+BHP
MCLAREN SENNA » 875+BHP
GALLARDO LP560 » 608+BHP
HURACAN LP610 » 650BHP
AVENTADOR » 750+BHP
BENTLEY 4.0 T V8 » 700+BHP
BENTLEY GT / F-SPUR » 700BHP
GT SPEED / SUPERSPORT » 720+BHP
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